

NOVEMBER 9, 1951

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What would you do to someone you caught pouring a handful of dirt into the oil of your car engine . . . ? But just a minute, aren't you guilty yourself? You probably allow at least a handful of dirt to collect in the oil every two thousand miles, and you do nothing about it. Of course *after* that you drain the sump and fill up with fresh oil (or do you?). Ever checked your oil a hundred miles later? Quantity: O.K. Quality: probably dangerous. The old grimy sludge never quite drained out; it's grinding round again with fresh dirt added: fierce hard particles of metal filings and road grit that gouge out the cylinder walls. It's a fearful abrasive compound to have in your engine.

FRAM FOR SAFETY.

The only safe oil is clean oil. You can keep oil clean by changing it very frequently and



scrubbing out the sump each time . . . or by fitting an Oil Cleaner — a FRAM. Fit it and you need change your oil only at the proper intervals. Your oil remains clean of carbon, dirt *and* of harmful acids all its working life. Easy isn't it! And to say about twelve million FRAM users in Britain and America. Why don't you talk it over with your garage man. Or drop us a postcard today for more information.

FRAM FACTS.

- 1 FRAM keeps your oil clean all its working life.
- 2 Thousands of garages stock FRAM.
- 3 It can be quickly and easily fitted to your engine.
- 4 FRAM gives the best oil filtration for the greatest mileage.
- 5 FRAM costs 66/6 up to 12 h.p. and 79/- over (including fitting kit).

FRAM

OIL CLEANER



Adds years to the life of your engine

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Price £6.7.6



Inspection **HAND LAMP** will throw a welcome light on unexpected roadside breakdowns. Operates at 12 volts from car battery. Clips anywhere on vehicle.

Price (less bulb) but with 12 ft. cable - 17/6

Both products carry the usual Davenset 12 months guarantee.

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MOTORIZE YOUR CYCLE



MIXIMOTOR £21 cash or 20/- deposit and 27/- monthly.
CYCLEMASTER £37 10/- cash or 20/- deposit and 30/- monthly.

JAGROSE FULL CAPACITY CAR BATTERIES Fully Guaranteed. For regular use of Starter and Lights.

Type	Volts	Amps	Size in inches	Price
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G	6	27.7	7.11x6.95x13.16x7.1	86.6
L	6	28.0	6.65x13.16x7.1	96.6
C	10	38.1	11.6x16.9x9.6	165.6

JAGROSE RADIATOR HEATER 250 hours at one filling. Paraffin fuel. Each 18/-

JAGROSE TRUCKLE BATTERY CHARGERS For 230-250 A.C. Mains to charge at 65/-

REMEMBER GENEROUSLY SAT - NOV 10

JAMES GROSE LTD 379-381 EUSTON ROAD LONDON N.W.1 - EUS 5231

RADIATOR MUFF AND MURKLES

Chambers Muffs for most makes of pre-war cars, 10/- each.
Radiator shields for all Cars from 35/- each.
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THE HOLT QUIZ FOR MOTORISTS
What is the simple answer to these problems?

1. Cracked Cylinder Block?
2. Worn Engine-Burning Oil?
3. Leaky Radiator?
4. Engine running hot?
5. Misty Windscreen?
6. Leaky Silencer?
7. Bodywork repairs?
8. Windscreen cleaning?
9. Carbon-sluggish engine?
10. Rust in Radiator?
11. Gasket Firing?
12. Dirty Upholstery?
13. Running in?
14. Lack of Pep?
15. Squeaky Water Pump?
16. Difficult Starting?

Holt's

IS THE SIMPLE ANSWER!

1 WONDARWELD

Liquid metallic repairer for cracked cylinder blocks, valve ports, etc. 30 minute process. No dismantling. Permanent results. Use 1 pint per 3 gallons of water and pro rata. Quart 25/- 1 pint 15/- 1 pint 8/6.

5 FOGOFF

Demisting solution that prevents steaming-up of windscreens, windows, mirrors, goggles etc. Long-lasting effect. Per tin 2/6.

9 SUPERTUNE

Compression Primer
Disperses carbon, gum and sludge. Releases full engine power and compression. Handy Pack 5/6.

13 RUNNING-IN

COMPOUND
Gives new and reconditioned engines that extra protective lubrication when it is needed. For regular use on all cars. Per tin 3/6.

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2 PISTON SEAL

Interim treatment for worn cylinders. Cuts oil consumption, restores compression. Gives 'new car' performance. No dismantling; just take out spark-plugs—that's all. Up to 12 H.P. 15/- Over 12 H.P. 25/- and for Motor Cycles 8/6.

6 GUN GUM

Plastic compound for repairing leaking silencers. No tools required. No dismantling. Sets like a weld. Permanent repair. Per tin 3/6.

10 RADIATOR INHIBITOR

Prevents rust and corrosion in cooling system. Harmless. Works in anti-freeze and ensures crystal clear cooling water. Per tin 2/6.

14 HI-POWER

Hi-Power Plug adaptors are easily attached to existing sparking plugs. Intensifies spark. Gives more pep for less petrol. Single adaptor 2/6. Set of four 8/6. Set of six 12/6.

Douglas Holt (Est 1919) Ltd (Dept

3 RADWELD

Seals leaky radiators in 5 minutes—while you drive. Radweld is non-corrosive, makes a permanent repair and is unaffected by anti-freeze. For cars 3/6. For trucks 4/-.

7 LOY Plastic Metal

Also Loy Solvent and Fabric Sheet. For repairing dented, holed and rusted-out metal. Applies like putty. Sets harder than lead. Mouldable to any shape. Gives permanent, imperceptible repair. Handy sizes. Loy Metal 4/6, Solvent 2/6, Sheet 3/6. (Larger sizes & kits available.)

11 GASKET CEMENT

Gives a constant, reliable seal. Petrol-oil-heat- and steam-proof. Including special dauber. 1/6.

15 ANTI-SQUEAK

Takes the squeak out of water pumps. Added to radiator water, prevents wear, internally lubricates the water pump. Per tin 2/6.

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4 RADFLUSH

Removes scale, sludge and rust from radiators and water jackets. Restores proper cooling efficiency. Safe with aluminium and all other metals. Complete treatment 8/6.

8 HOLTSpray

Instantly removes fly-squash, mud and grease from windscreen. Cleans windows, mirrors and all glass. Spray it from unbreakable "squeeze pack" bottle. Wipe off and glass is crystal clear. 3/6. Refills (12) 2/6.

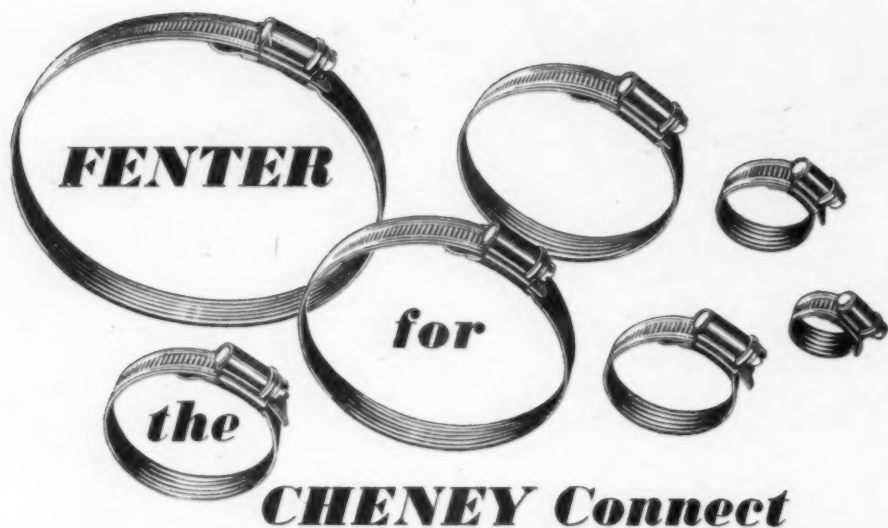
12 WONDARFOAM

"Dry Bubble" cleaner that removes stains and grease. Restores colour and newness to carpets, headlinings and upholstery. Per tin 4/6.

16 AQUA-TECT

Brushed-on plastic for coating sparking plugs, H.T. leads and ignition system to seal out damp and moisture. You will always start "at a touch." 8/6 and 4/6.

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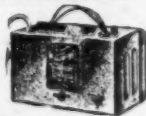
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TUESDAY SERVICES

TOWN	DEPARTURE POINT	TIME
ROUTE 1 (Operated by Overland Luxury Tours, Preston).		
PRESTON	Merigolds Garage, Old Vicarage	8.00
BOLTON	Odeon Cinema	8.15
MANCHESTER	Measham Showrooms, 30/34 Victoria St.	9.00
STOCKPORT	Touchstone Hotel	9.25
MACCLESFIELD	Old Millstone Hotel	9.55
LEEK	Quiet Lady Hotel	10.30
ASHBOURNE	Meek Hotel	10.55
BURTON-ON-TRENT	Westmore Car Park (entrance off Bridge Street)	11.30
MEASHAM	Measham Motor Sales	Noon
ROUTE 2 (Operated by Roy Neill Ltd., Leeds).		
LEEDS	Corn Exchange	8.10
WAKEFIELD	Empire Theatre	8.30
BARNESLEY	Regent Street (opp. Queen's Hotel)	9.00
SHEFFIELD	Pond St. Bus Station (Civic Restaurant)	9.40
CHESTERFIELD	St. Mary Gate Car Park	10.10
RIPLEY	Market Place	10.40
DERBY	Tenant Street Car Park	11.50
MEASHAM	Measham Motor Sales	Noon
ROUTE 3 (Operated by Roy Neill Ltd., Leeds).		
POINTEFRAC	Gardener's Arms Hotel, Cornmarket	8.30
DONCASTER	Gaumont Cinema	9.15
WORKSOP	King's Head Hotel, Carlton Road	10.00
MANSFIELD	New Inn, West Gate	10.25
NOTTINGHAM	Huntingdon Street, opp. Central Market Buildings	11.00
LONG EATON	Market Place Car Park	11.20
MEASHAM	Measham Motor Sales	Noon
ROUTE 4 (Operated by Valiant Direct Coaches Ltd., North Harrow).		
HARROW	331 Pinner Road	7.15
KENSINGTON	Measham Showrooms, 366, Kensington High Street	8.00
HENDON	Old Welsh Harp Hotel	8.20
ST. ALBANS	Odeon Cinema, London Road	8.50
DUNSTABLE	Union Cinema	9.20
TOWCESTER	Talbot Hotel, Market Place	10.25
WEDDON	Globe Hotel	10.40
MEASHAM	Measham Motor Sales	Noon
ROUTE 5 (Operated by J. Latham, Longton, Staffs.).		
LONGTON	Union Street	8.00
STOKE	Town Hall	8.10
HANLEY	Victoria Hall	8.20
BURSLEM	Town Hall	8.35
TUNSTALL	Town Hall	8.45
NEWCASTLE-U-LYME	Castle Hotel	9.00
STONE	Post Office, Station Road	9.25
STAFFORD	Car Park, Bridge Street	9.45
CANNOCK	Royal Oak, Stafford Road	10.10
WALSALL	Central Bus Depot (St. Paul's Church)	10.35
LICHFIELD	Crow's Nest Dairy, Walsall Road	11.50
TAMWORTH	Aldgate Street (opp. Church Yard)	11.30
MEASHAM	Measham Motor Sales	Noon
ROUTE 6 (Operated by W. H. Watkins, West Bromwich).		
DUDLEY	Fisher Street Car Park	9.00
WOLVERHAMPTON	Salop Street Car Park	9.15
WEST BROMWICH	Carters Green	9.40
BIRMINGHAM	Central Fire Station, Potte. Street	10.50
COVENTRY	Free Car Park, Corporation Street	11.00
NUNEATON	Bond Gate	11.30
MEASHAM	Measham Motor Sales	Noon

THURSDAY SERVICES

TOWN	DEPARTURE POINT	TIME
ROUTE 7 (Operated by W. H. Watkins, West Bromwich).		
DUDLEY	Fisher Street Car Park	9.00
WOLVERHAMPTON	Salop Street Car Park	10.15
WEST BROMWICH	Carters Green	10.40
BIRMINGHAM	Central Fire Station, Potte. Street	11.50
COVENTRY	Free Car Park, Corporation Street	12.30
NUNEATON	Bond Gate	1.00
MEASHAM	Measham Motor Sales	1.00
ROUTE 8 (Operated by Roy Neill Ltd., Leeds).		
LEEDS	Corn Exchange	8.30
WAKEFIELD	Bull Ring (opp. C. A. Brothertons)	8.55
BARNESLEY	Regent Street (opp. Queen's Hotel)	9.25
SHEFFIELD	Pond St. Bus Station (Civic Restaurant)	10.45
CHESTERFIELD	St. Mary Gate Car Park	10.45
MANSFIELD	New Inn, West Gate	11.20
NOTTINGHAM	Huntingdon Street (opp. Central Market Buildings)	12.20
LONG EATON	Market Place Car Park	1.00
MEASHAM	Measham Motor Sales	1.00

● NO CHARGE is made for these services, and the coaches return over the same routes the same day. Time Tables can be obtained and seats reserved in advance at Measham Head Office or any Branch Office.

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RADIATOR REPAIR LIQUID

Seeks out and seals leaks in radiators and cooling systems. Its special solvent clears away rust and scale. Use it even when there's no sign of a leak (especially before using anti-freeze solutions). Use it, too, to repair moderate cracks in cylinder blocks and heating boilers. Price: 5/- a tin.



RADIATOR CLEANSER

Scale, rust and lime dissolved and removed without injury to radiator or hose connections. Price: 5/- a tin.



RADIATOR REPAIR COMPOUND

Guaranteed to stop radiator leaks without corroding or clogging any part of the cooling system. Price: 2/6 a tin.



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The Autocar
DIARY 1952

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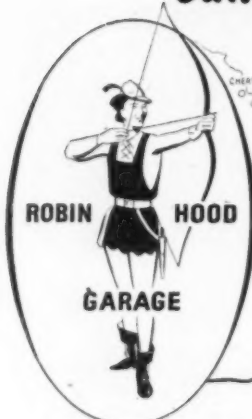
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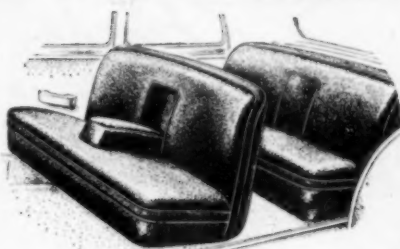
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MC 31

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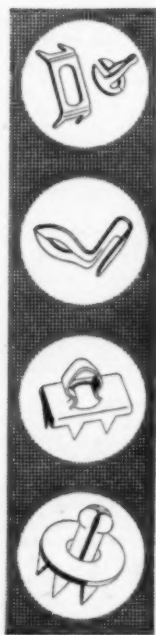
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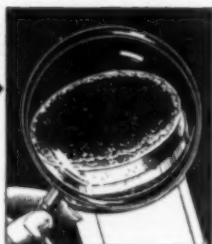
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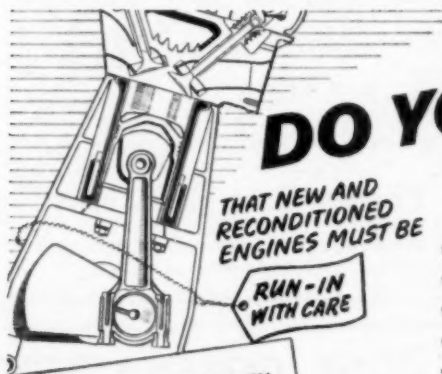


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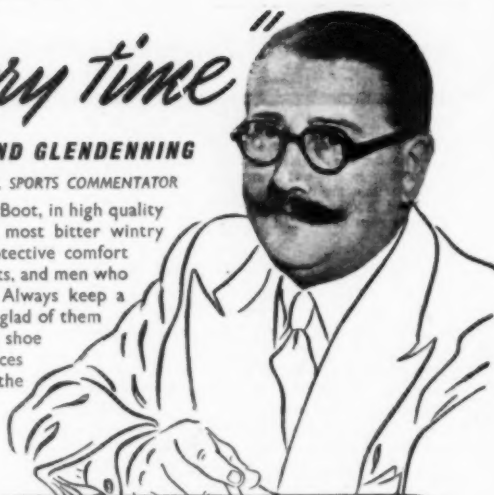
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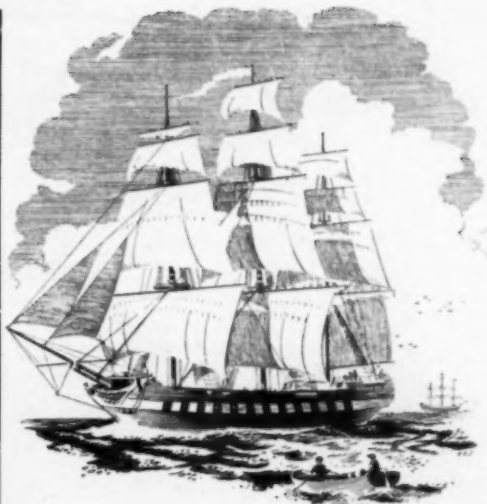
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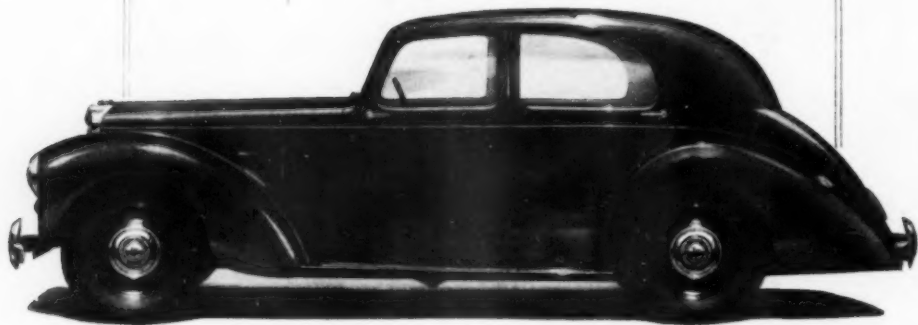
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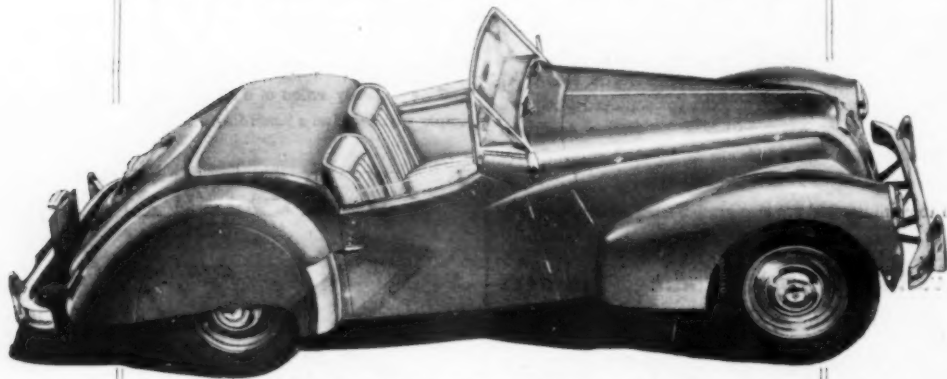
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LONDON, S.E.1.

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The Autocar

FOUNDED 1895

No. 2919

FRIDAY, NOVEMBER 9, 1951

Vol. XCVI

White or Yellow?

THE preference of some drivers for a yellow fog lamp has been decried by the scientists, and the decision of the French authorities to insist on yellow lamps as a means of combating dazzle has been dismissed by many as an example of Gallic inconsequence. We subscribe to neither school of positivism, but begin to wonder if, when so many motorists exhibit a preference, there may not be some factor that has been overlooked by those who claim to know the facts. So far as this country is concerned, the immediate relevance is in fog driving.

The scientific test, we believe, was a simple one. Lights of equal brilliance but different colours were set up in fog and the investigators walked back from them; at precisely the same instant, all the lights disappeared, thus proving that no colour had an advantage in penetration. As a result the attitude was adopted that, if a motorist felt that he liked a yellow light, by all means let him have one, but what he was really responding to was the reduction in light caused by the interpolation of a yellow screen between source and field of the light emitted.

What has not been investigated, so far as we know, is the effect on the human eye of differing colours for fog driving. Those who use yellow lights claim that they can see better in fog, and it may be that the eye is physically less responsive to the coloration. The eye is in difficulty in fog owing to the fact that, while light is needed to reveal obstructions or a guiding kerb, night vision is also demanded in order to penetrate the gloom that reigns outside the beam of the fog lamp. Thus if yellow light causes less contraction of the pupils users should see better into the darkness ahead. To the amateur white light certainly seems to cause more back-glare than yellow, but unless he is in a position accurately to measure the strength of each form of light, a proper comparison is impossible.

Further work is needed on this subject. Fog and mist are troublesome in Britain for many months of the year, and qualify as the most-hated road risk amongst motorists. In more than one sense, motorists are groping in the fog surrounding fog lamps, and would welcome assistance from the scientists and oculists.

In the Red

AT last the deplorable general standard of car, commercial vehicle and cycle rear lighting has been accurately assessed. As described elsewhere in this issue (page 1429), the Road Research Laboratory has satisfied itself that the U.S.A. standard of a quarter-candle-power is a suitable minimum intensity for rear lights, and has discovered that 98 per cent of cycles and 78 per cent of commercial vehicles are below this standard. Further, 84 per cent of cycles are very, very far below 0.25 candle-power. Cars of post-war design were found to be largely up to the standard, but pre-war cars were usually below it.

Many of the now-established facts were already well known to the motorist, the most important being that the average cycle and commercial vehicle rear light is invisible when dipped head lights are coming from the opposite direction.

Each year 3,400 casualties are directly attributable to poor rear lights. These are 9 per cent of all night accidents and cost the country £2,000,000. From the motorists' viewpoint a good deal more can be added to that £2,000,000 by time lost in slowing down so frequently for the cyclist or commercial vehicle which may be hidden in the darkness ahead.

The results of the Laboratory's experiments and investigations have been passed to the Ministry of Transport, to lamp manufacturers and other interested bodies. This excellent work must not be wasted, as it will be if the report ends up in the customary Ministry pigeon hole. One simple regulation, adopting the quarter-candle-power standard, could save nearly all these casualties, and the serious waste of time and money, and could take much of the danger and fatigue out of night driving.

A Matter of Temperament

ANALYSING THE IMPONDERABLES IN CAR BEHAVIOUR : By THE SCRIBE

ONE of the attributes of a car that interests me most is what can only be described as temperament. Why does the driver who, with the aid of his right foot, a steering wheel, and a box of tricks that go up and down and round and round, start thinking in terms of horses, or even human beings—*living* things—when his common sense tells him that he is being taken for a ride in a purely mechanical contrivance?

The answer is temperament; temperament of himself, the driver, but more definitely the temperament of the car concerned. But what gives the driver his temperament is sharply bound up with his brain, however much the primary impulses may spring from his liver, his stomach, or, poetically, his heart. Cars have no brains, livers, stomachs or hearts, however much they are endowed with them by the motoring journalist in search of a metaphor.

What, then, gives a car its temperament? A recent experience of three cars on consecutive days permitted me to get something like an answer to this question, for the cars were widely dissimilar and extremely interesting as a result, as well as for themselves alone. They were, first, the Singer S.M. Roadster, then the Australian Holden, and finally the 2-litre Bristol—all extremely individual models.

The Singer was a spirited machine which the driver at

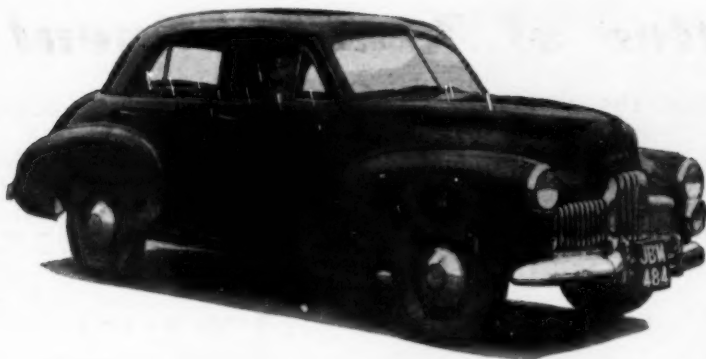
first felt was faintly antagonistic. It needed driving consciously but responded well to the effort, as a sports type of car should. Once he had conquered his feeling that antagonism was present he began to realize that he could do things with this car that he could not with many others. Inevitably, the horse simile crept in; the car was, he felt, the thoroughbred horse, used to one master and resentful of a strange one. But when it realized that the hands on the reins knew which way they wanted to go, and that the spurred foot knew when urge was required, it was very ready to co-operate.

Now whence did such emotions stem? First, the spirit of the car. That lay in the engine and the high revs that it invited. Singer engines have always been notable for an ability to rev, and the Roadster is geared on the low side in order to invite the driver to let the engine develop its full 48 b.h.p. at 4,200 r.p.m. as often as possible; ratios are 4.875, 6.12, 9.45 and 14.53 to one. Moreover, it is an overhead-camshaft design, with the characteristic o.h.c. thresh from the top of the block, and the open body permits the driver to hear it. Thirdly, it had a speedometer that was remarkable for accuracy. The combination of these three circumstances meant that the driver was very conscious of the work the engine was doing, at m.p.h. figures which he

Outward appearances are always an indication of temperament. The Singer Roadster has economical and functional lines with a slight suggestion of pugacity about the nose. It looks more the car for the owner who wants to get somewhere than for the one who spends his days with sponge and wax polish. The generally Spartan air of the traditional sports car shape indicates to the driver that he is expected to drive it and forget other things in the pleasure of doing so.

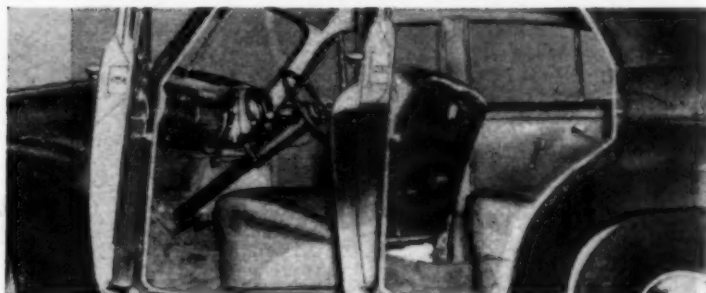


No nonsense is to be found on the fascia of the Singer. The steering wheel is plain and spring spoked, the remote extension gear lever is short and rigid. The sensible ignition switch of previous years is retained, housed centrally with choke and starter, but the main dials are right under the driver's eye. The instrument lighting switch is also in front of him — usefully so, as many drivers of fast cars prefer to switch on only when a routine check of gauges is desired.



The exterior of the Holden has no predominant feature but suggests a useful form of transport. Nothing is sacrificed to "streamlining," but a general and practical smoothing-off has been made. The car looks the type into which the owner can slide at any time, and in any circumstances, and press the button and move off without breaking his conversation. It is exactly that type of car

The interior of the Holden strengthens the exterior impression. Seats are roomy and comfortable, the driving position is not one into which the driver must thread himself. All is neatly to hand and vital instruments are grouped right in front. The suggestion is one of complete ease of mind.



normally discounted as a result of too much experience of more Ananias-like instruments. It was only when he recalled that the 65 m.p.h., say, on the dial really was 65 m.p.h. that he was reassured that the engine wasn't reacting a little furiously to his desires.

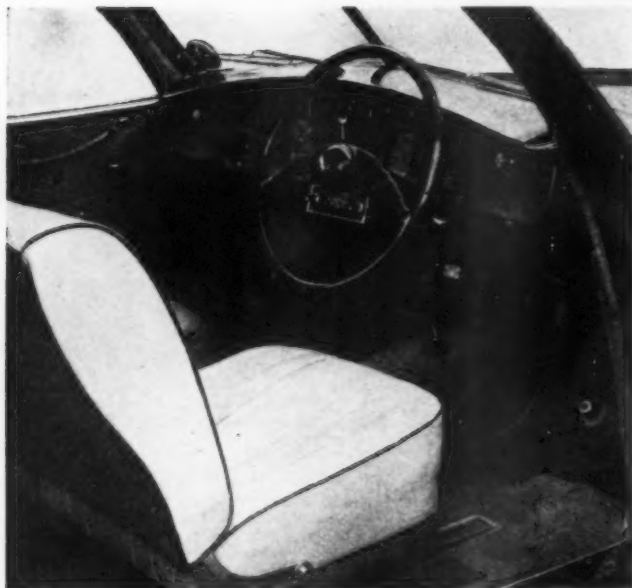
The spiritedness was increased by a sticky throttle on that particular car, which made it difficult to be precise at low revs; consequently the driver automatically adjusted his gear-changing technique to the engine speed range at which the throttle pedal was smooth and precise. This was high, and the car, as a result, felt more of a "racer" than ever. And then one realized that it really *would* go; that the gear change was admirable and that it could be hurled round corners, and a beatific (and possibly inane) expression settled on the face. From that point the slight antagonism disappeared.

This antagonism (on the part of the car) came from, I think, the sticking throttle and the degree of understeer. The Singer needed holding into the bend with some degree of muscular power. As drivers know, there is nothing that promotes confidence more in fast cornering, and I am not suggesting that the degree of understeer was excessive, but the fact that an effort had to be made again suggested the horse that needed a firm hand on the reins. Besides the understeer there was tyre scream in high-speed cornering, and this added to the impression that the car resented being made to do what the driver wished. Yet the reverse was true, and so in the Singer we have the peculiar position of the car's temperament resulting chiefly from a series of mistaken impressions. And yet that is exactly the temperament that I like in a sports car, for once a sports car makes no more demands on the driver than does the family saloon, the zest that comes of driving it will disappear. So long as the driver effort is rewarded by a performance that,

properly used, is invariably better than that of comparable-sized saloons, the author will always get a kick out of cars like the Singer; good luck to the makers.

After the Singer the Holden, its opposite in almost every respect. In the Singer one had been the craftsman, sitting up to the table in a hard chair, engrossed in fashioning an elegant journey out of the raw materials of performance and controls. In the Holden one sank back, metaphorically, into the club chair, called for a drink and let someone else do the work. For this is a car that asks the minimum from the driver and gives good measure in return. It is, I think, the comfortable hostess in restful surroundings whose ease of manner has a warmth that is matched by the temperature of her well-heated rooms. "Hello, my dear; so glad you've come. I've saved one of the best chairs for you, over here in a corner, and I'll get John to bring you a drink. If you feel tired and don't want to talk to him, just tell him to go away—he loves to be able to do that himself." The result of that sort of greeting is an immediate mellowing, and an earnest desire to please such nice people.

So with the Holden. It had three speeds and would do much of what was required on top, a steering column change that was blessed with the General Motors synchronism, very light steering indeed and an easy throttle response—in passing, it is served by a comparatively small engine, the size of which, however, is compensated for by the very light body. As a result, everything it did was done so easily and unobtrusively that the driver was conscious of a desire to look as competent as the car, making the minimum of fuss over the few necessary movements, as well as the minimum of physical movement itself. Of course, that increased the feeling of restfulness and one forgot the customary effort to cover a well-known route just as fast as was possible. Nevertheless, one got along in no mean



A Matter of Temperament:

— continued —

With a car like the Bristol the driver would be ashamed to go at pottering speed, for the outward appearance of the 2-litre is exciting in an m.p.h. sense, and the knowledge that the appearance is functional in the aerodynamic sense increases the feeling. The impression gained is that the car deserves to be driven fast in order that

it may show its capabilities. The Bristol's fascia is the true instrument board of knowledgeable man in control of machinery. There is a battery of dials and switches, plainly revealed through the two-spoked wheel, giving the driver the feeling that everything in this car is visibly under control. The handling of the car confirms the impression, and, in spite of himself, the driver begins to get a kick out of seeing the needles climb on speedometer and rev counter dials.

manner, cocking a surprised eyebrow at the early time of arrival. If I were a Holden owner I should have a car radio, and I think I should use it a great deal. The journey home in this car is a relaxation for the Tired Business Man.

Next day the Bristol: I approached it with inevitable admiration for its shape, which, I think, is quite beautiful. The driving position seems almost to embrace the driver as he settles into it. The touch of the wheel, the operation of the controls, are smooth to silkiness, and the interior is in the good taste of Chippendale chairs and a Queen Anne bureau.

The Bristol is the type of car in which you can do nothing wrong. Slip down into third at 60 m.p.h. without a murmur of protest; correct a tail slide with the slightest movement of the wheel; sweep round a bend at high speed with two fingers on a wheel spoke. The car seems to know just what you want to do and to do exactly that, no more and no less. It might have been carefully designed and built to your individual specification.

The search for a simile took me to the dance floor, of all places. The band begins to play your favourite tango (*La Cumparsita*, if anyone is interested) and you cast an eye daringly at the dark beauty who looks as if she might hail from the Argentine. You decide to risk it, and the result is a tango that you had previously danced only in your dreams. You can't put a foot wrong; your steps have an intricacy that you previously left to the professionals, and

your partner knows about contrary body sway and all that. You have the dance of a lifetime, and the lift of a subsequent glass of champagne is only down-to-earth level by comparison. Sounds crazy for a high-performance car, but it fits it exactly.

Why? Because, I think, the smallish engine of the Bristol in the considerable weight of the body (1,971 c.c. for about 2,700 lb total) means that the driver must make an effort to get the best out of it. But the nature of the performance is such that he does things which he would never do normally (high speeds in indirects and fast cornering) and the car co-operates all the time. Moreover, the manufacture is so full of skill and craft that everything responds with an ease, accuracy and positiveness that is the prerogative of, I should say, precisely four makes in this country, and the Bristol is one of them. Even with such performance, however, a feeling of femininity remains, and this again must be ascribed to the small engine, which requires a certain amount of nursing to avoid pinking, and which never takes the driver by surprise as he opens the throttle. With a Bristol you are the boss, and if you are intelligent about it you can get perfection in motoring from your companion, motoring of a refinement and delicacy often previously unknown.

How about one word for each? The Singer—fiery; the Holden—capable; and the Bristol, *svelte*. Any other suggestions?

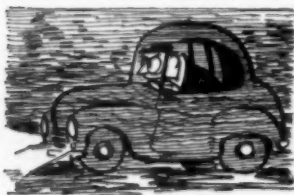
Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Winter Ills

MOST of us have been doing a good deal of fog driving lately, and we shall no doubt do quite a bit more before the summer comes round again. I see so much helplessness in fog that a reiteration of Aunt Mabel's helpful hints for those fog-bound may be favourably regarded. The first thing to do is to slow down; the second, as soon as enough moisture has accumulated to give a good wipe, is to start the screenwipers; the third is to keep always in mind the mini-



As fast as practicable.

mum distance in which you can pull up at the speed of travel. I think it is one's duty to go as fast as practicable, because the great danger of fog is overtaking, and the responsibility not to hold up other traffic is, therefore, greater. For your own and passengers' sakes, don't open the screen unless the mist is freezing on the outside. You will get only a psychological benefit and pneumonia. If you need lights, use a fog lamp or a dipped head lamp; side lamps do not penetrate day fogs sufficiently.

Substitutes

SUGGESTED replacement for a dirty rubber knob on a gear lever is a golf ball, put forward by a reader. The ball should be "pierced to the heart with a sharp instrument" (sounds murderous). It quickly becomes very firm, he maintains, and can easily be kept clean. Certainly the idea would appeal to golfers, who might go further and substitute a nib-



Becomes very firm.

lick for the lever itself. Those who are less than expert with a gear box might prefer the sound of mashie.

Off the Track

IT would be an exaggeration to say that this columnist is passionately addicted to G.P. racing, although he is well able to understand the sentiments of those who are. None the less, I think one of my most interesting experiences of recent years was to attend a gathering at which all the leading G.P. drivers were present. Seen hurtling round a circuit, one G.P. driver is much like another—in appearance, at any rate, because at about 140 m.p.h. the eye does not take in many details of physiognomy. But walking up to receive a trophy, or passing a word with an acquaintance, a racing driver is very much an individual. As a whole, my overwhelming impression of the stars was how little they looked like the popular conception of a G.P. hero.

The Champ

THIS year's champion, Juan Manuel Fangio, is a pleasant-faced, youngish man (37) with fair hair which is thinning. He has an engaging smile and an air of modesty that is patently sincere and is reinforced by his microphone manner. A few words, softly spoken, a faint flush of pleasure at the compliments paid him, and a quick return to his seat, and there is Juan Manuel, a genius of speed if ever there was one.

His compatriot, Froilan Gonzalez, is chubby, impassive, with a round face and short dark hair receding from the forehead. He slumps in a chair, rarely smiles, and might be a police inspector who still plays centre back row forward in his county rugby team. In a racing car he is more the fly-half, waiting for an opening and not afraid to take it when it comes—the reverse of the stolidity which he suggests.

The Italians

NINO FARINA looks older than either, and is, of course. His features are ascetic, his appearance and manner precise; there is more than the suggestion of elegance about him, as there is to his driving, and his smile is charming. He is also fair, with soft hair and a suggestion of aquiline, and he moves lightly, with a quick step. A gentleman, you say, and recall that he is a doctor—of engineering, I believe—in ordinary life. That clinches the impression, for he is just the type who might arrive at the office in an Armstrong Siddeley or a Daimler. It takes quite an effort to associate him with peak revs in a Grand Prix Alfa.

Not so Alberto Ascari, a big, plump Italian who looks rather older than his twenty-odd years. Ascari is dark, and has the prosperous look of the successful business man. Mostly he seems to talk earnestly, and somewhat rarely, and is equally rare with his smiles. Alberto Ascari might be the type of man who spots an obscure paragraph in *The Times*, and as a result rings up his broker and buys shares which later make him a rich man. With similar astuteness, he will no doubt one day decide that the time is ripe for him to make his all-out bid for the G.P. championship, and that season will be a great one.

With Villioresi we are all affectionately familiar, and one has only to recall the greying, wavy hair for the well-known lean and handsome visage to appear in the mind's eye. But Piero Taruffi is mainly a name to most, associated with twin-fuselage records. Taruffi is a big-boned, angular man, with high cheekbones and white hair above a coppery skin, wide-set grey eyes and an open countenance of great friendliness. His handclasp might, you imagine, be painful and he is just the man to deal with that refractory wheel hub. Racing driver? Perhaps; rather more so than the others so far, but certainly not the schoolboy idea of one.

French

ROSIER and Giraud-Cabantous were there from France. Rosier is middle-aged, with thinish features, weather-browned, and iron-grey hair in a thick and wavy mop. He has an extremely intelligent look, a competent-seeming grace of manner, and a quizzical, deep-lined smile. You feel that he can well be left to get the best out of the 4½-litre Talbot. Giraud-Cabantous is less easily placed. Not a tall man, he has a snubness of nose and feature that are unusual in a Frenchman. A Yorkshire accent would suit him, as it would his neat blue suit and stocky build. His dark hair is cut short and has its natural unruliness firmly suppressed by the brush.

I would like to complete the portraits, but this is not my colleague's Sport page. However, I cannot leave out Johnny Claes from Belgium, who is a great trier and who has been consistently unlucky in the past season. He is young, extremely handsome, and fair-haired, and at a glance you would guess him to be a Dane or an Englishman. Claes has a natural charm, through which peeps a sympathy-rousing air of desperation, as if disappointment exists at the failure to attain ideals. Of the ideals there is no hint, but one guesses that Johnny is bitterly disappointed at the series of mishaps that have greeted his Talbot this year. Better luck next time.

NEWS and VIEWS

Nash Close in Toronto

BECAUSE of the decline in car sales in Canada, resulting from extra taxes and the imposition of hire-purchase restrictions, the Nash company has closed its East Toronto assembly plant. This shutdown will affect 300 employees.

Italian Production

IN the period from the beginning of this year to September, the Italian motor industry produced 94,601 cars, compared with 71,119 during the same part of 1950. Of these, 22,883 were exported compared with 14,438 in the 1950 period.

A.C. History

IN the near future the A.C. car manufacturers will publish a book on the history of the company. Some important facts about the pre-1927 period are missing from the records, however, and anyone with early photographs and knowledge of pre-1927 company history is requested to write to Mr. R. G. Henderson, A.C. Cars, Ltd., High Street, Thames Ditton, Surrey.

Formula 2 Tax Free

FOR some time Grand Prix and formula 3 (500 c.c.) cars have been obtainable under special conditions whereby the purchase tax is returnable. Now, as the result of further negotiations between the R.A.C. and the Government, these conditions have been extended to H.W.M. and Alta formula 2 cars (2,000 c.c.). This decision is in recognition of the great achievements of the H.W.M. team in international racing, the cars being fitted with Alta engines.

Singer Models

SOME confusion exists over the available models from the Singer firm, and recent references in the Show numbers of this journal have further confused the issue by inserting a type designation that is not in use. It is advisable, therefore, to repeat the list of the firm's products in order to avoid misunderstanding. They are the S.M.1500 saloon, the Singer S.M. Roadster, and the Singer Nine Roadster

(Series 4AB). The S.M.1500 saloon costs £675, plus purchase tax of £376 10s (total £1,051 10s), and the Nine Roadster (Series 4AB) £485, plus £270 18s 11d (£755 18s 11d). No price is quoted for the S.M. Roadster because this model is for export only. *The Autocar Buyers' Guide* booklet should be corrected.

Fewer Motorists

ACCORDING to a traffic census carried out by the A.A., primarily to see whether the dispositions of road patrols needed adjustment, the numbers of cars on the roads were down by 1.03 per cent and motor cycles by 11.21 per cent. The overall decrease was 2.11 per cent.

As in 1950, the busiest of the many roads all over the country on which the 56 hours' count was taken was A3, the London - Guildford - Portsmouth road, where 47,986 cars passed. Only one other count—on the Great North Road—carried more than 30,000 private vehicles (including motor cycles).

Lanchester Tax

PURCHASE tax on the Lanchester Fourteen coupé (list price £1,050) is £584 16s 8d, not £548 16s 8d as given in *The Autocar Buyers' Guide* booklet.

Take Your Choice

IN the London Show Report issue of *The Autocar*, October 19, reference was made to the well-known annual, *The Autocar Motorists' Diary*, which is now available only from booksellers and stationers, price 6s 11d bound in morocco leather, or 4s 31d in leathercloth.

Useful as this diary is, it is always possible that a reader exists who numbers amongst his friends a non-motorist! With Christmas-time getting nearer that reader's attention is drawn to the *Yachting World*, *Motor Cycle*, *Amateur Photographer* and *Wireless World* diaries for 1952, all of which are most useful in their particular fields. All are available from booksellers and stationers, the *Yachting World* version—with its many tide charts—costing 9s 2d (morocco) and 7s 4d (leathercloth), and the remainder the same as *The Autocar* diary.

Show Visitors

FINAL attendance figures for the London Show, at 373,128, were nearly 18,000 up on 1949 even though the 1950 total was not reached. Visitors from abroad—the buying public—totalled 4,500 compared with fewer than 2,000 last year. For cars, export is limited only by the present restricted production level.

Day-by-day attendances for the whole period were as follows:—

	1951	1950
Wednesday	15,475	16,581
Thursday	26,889	33,764
Friday	26,652	33,594
Saturday	64,352	73,756
Sunday	56,078	49,608
Tuesday	40,064	52,977
Wednesday	47,152	61,378
Thursday	54,647	54,066
Friday	29,841	39,064
Saturday	50,264	59,493
Totals	573,128	475,326

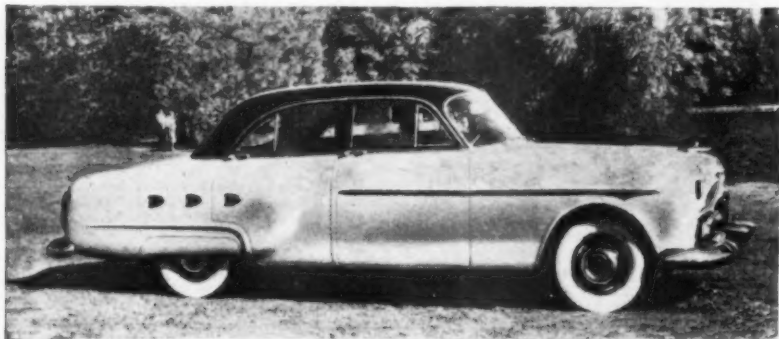
Carl Louis (Charles) Breeden

IT is with great regret that the death is recorded of Carl Louis (Charles) Breeden in his sixty-first year, after a long illness. He was the founder of Wilmot Breeden, Ltd., when that company was reconstructed from the original Wilmot Trading Company in 1927, and he was well known to a large circle of friends in the motor and allied industries, by whom he will be greatly missed. He leaves a widow and two sons, David and Miles, both of whom are directors of Wilmot Breeden, Ltd. and take an active part in the business.

Building a Utility Body

CONFIRMATION of a wide demand for information on building a wooden utility-type body on a car chassis is provided by the number of letters on the subject regularly received by *The Autocar* Readers' Service. This body-building task has not unnaturally been considered a matter for professional coachbuilders, but now comprehensive instruction literature has been published by Craftsman Publications, 88, Regent Street, Leamington Spa, Warwickshire.

Utility Motor Bodywork costs £1 15s including postage, and comprises six sheets of drawings and an instruction booklet. Clearly dimensions cannot be given for the many chassis which may be used, but every piece of timber required



The new Packard 200 is described as a de luxe touring sedan; it has the fashionable combined grille and bumper at the front and the "porthole" idea has spread to the rear wings. This model has vacuum servo brakes.

is designated and details are given of the type of wood required and its dimensions with reference to strength. The only measurements for the home-constructor to find out for himself are those he must take from the actual chassis. Details of wheel arch construction, window fittings and joints required are all included.

B.R.M. Discourse

AFTER a resting period of some two years following the merger of the Institution of Automobile Engineers with the Institution of Mechanical Engineers, the first meeting of what is now the Luton Graduate Branch of the Institution of Mechanical Engineers held a very successful meeting last week.

The subject under discussion was the B.R.M. and the lecture was to have been given by Mr. Raymond Mays who, unfortunately, was taken seriously ill at the last minute. His place was taken at very short notice by Mr. A. F. Rivers Fletcher, who outlined the history of the project and presented a film showing the B.R.M.s in action at Barcelona in 1950.

Progress in Plastics

A BEAUTIFULLY produced book called *Plastics Progress* has now been published, in which are recorded all the papers and discussions of the 1951 British Plastics Convention. It has been published for *British Plastics by Iliffe and Sons Ltd.*, Dorset House, Stamford Street, London, S.E.1, price £2 10s (postage 1s 3d.)

Road Safety Conference

THERE is being held today at the Y.M.C.A. Hall, West Bromwich, a road safety conference at which papers on various aspects of this important subject are being presented by acknowledged experts. After an official luncheon at the Town Hall at which the deputy mayor, Alderman G. C. W. Jones, J.P., will preside, the conference will be opened by the Mayor, Councillor Arthur Medley, J.P.,



At Ruesselsheim, Germany, Opel's extensive new proving ground includes the high-speed testing track seen here, a deep watersplash and corrugated sections.

and at 2.30 p.m., the first papers will be read by Mr. W. G. Hammond, public safety division, R.O.S.P.A., on *Safety Education, Prevention of Accidents to Children*, and by Mr. R. Harvey Johns, secretary, National Canine Defence League, on *Dogs and Road Accidents: How to Train a Dog*.

After an interval the conference resumes at 5.30 p.m. with *The Cycling Safety Scheme and Cycling Proficiency Test*, and *The Activities of a Junior Accident Prevention Council* by Mr. Graham Dyson, chairman of the West Bromwich J.A.P.C. At 7 p.m., Mr. F. G. Humphrey, O.B.E., director of information, Ministry of Transport, speaks on *The Road Safety Campaign*, and is followed by A. G. Douglas Cleave, B.Sc., A.M.I.Mech.E., Midland Editor of *The Autocar* and its associated journals *Motor Transport* and *Bus and*

Coach, and by Mr. Courtenay Edwards, motoring correspondent of the *Daily Mail*, who will both speak on *Roadmanship*.

Douglas Cleave has many years of experience of driving and testing motor vehicles of all types, both in this country and on most of the Continent, and his activities in motoring sport also date back many years. For example, he competed in Brooklands events in the late 1920s, and in several Alpine Trials, having been a member of winning teams in 1934 and 1949. He was also a successful competitor in long-distance trials and rallies, notably the R.A.C., R.S.A.C., and Welsh rallies, before the war. During the war he was a Lieut.-Colonel in the R.A.S.C. and was later transferred to the R.E.M.E. as Deputy Chief Inspector of Vehicles; he has, therefore, an unusually wide knowledge of both wheeled and tracked vehicles.

ELAPSED TIME—THE DILATORY PROSECUTOR

LAWYER-ON-WHEELS writes: As most of us know, a motorist cannot be convicted of certain offences against the Road Traffic Act, 1930, including, for example, careless or dangerous driving, "unless," says section 21, "... (b) within 14 days of the commission of the offence a summons is served on him; or (c) within the said 14 days a notice of the intended prosecution specifying the nature of the alleged offence ... was served on or sent by registered post to him ..."

Now, there is in general no reason why the police should leave these things until the last minute; and if they do the motorist is perfectly entitled to use their delay to escape the hand of the law if he can. But in *Stewart v. Chapman* (July 25 last) the Divisional Court laid down that, where a period is prescribed running from a certain date, within which a thing has to be done, the date from which the period runs is to be excluded in determining when the period ends.

The case in point will illustrate this: The defendant was alleged to have driven without due care and attention at 7.15 a.m. on January 11 last. He was not warned of the possibility of prosecution at the

time, and no summons was served on him in the next 14 days; but at 1 p.m. on January 24, the police sent him by registered post a notice of intended prosecution, which was delivered to him in the ordinary course of the post at 8 a.m. on January 25. The defendant contended, and the justices held (accordingly dismissing the charge) that January 11, the day of the alleged offence, must be counted as the first day, with the result that January 25 was the fifteenth day, and the notice reached the defendant out of time.

This is really in accordance with everyday thinking. If I tell my friends that I won the Calcutta Sweep on the 24th and bought myself an XK120 one day later, I mean, and am taken as meaning, that I bought it on the 25th—in other words, day one is counted only on the 25th.

But two points are to be noted: (1) Lord Goddard, although the decision was against the defendant, rejected the police argument that it was in any case sufficient that the notice was posted within the period, even though it reached the defendant outside the period (assuming the 25th to be outside it). Had the Court

held the 25th to have been outside the 14 days, it would not have been sufficient that the notice was sent off by the police within it, i.e., on the 24th.

(2) In this kind of case we deal only in whole days. Thus, even on the common-sense, everyday view, which the court took, of saying that the first day would not have elapsed until January 12 (another way of saying that the 11th, the day of the alleged offence, was to be excluded from the calculation) one might expect the 14 days to be taken to have elapsed, not merely on the 25th, but at 7.15 a.m. on that day (which is strictly time), in which case the arrival of the notice at 8 a.m. would be outside the period. But that is not the way it works: once the 14 days have carried us to the 25th it is to the end of that day, midnight, that they have carried us; the day is treated as a unit.

All these matters may seem to savour of legal hair-splitting, but, I repeat, they only arise in the case of dilatoriness on the part of the prosecutor; and if he is guilty of that the motorist, who is in a serious position with a possible prosecution hanging over him, is entitled to take advantage of the fact.

Thermostatically Controlled Hot-spot

This is the second of a series of short articles explaining the construction and action of the numerous devices used in the modern car. The first, which appeared on August 3, dealt with the automatic control of the ignition timing.

TO ensure rapid warming up and the ability to drive away from cold with the minimum use of the choke it is necessary, especially with a downdraught carburettor, to provide some form of hot-spot. This usually consists of a means of raising the temperature of the induction manifold, either by water jacket or by some form of contact with the exhaust manifold. Although the thermostat usually fitted in cooling systems enables the jacket water temperature to be increased fairly rapidly, if water is used as the heating medium for the hot-spot it must first be heated by means of radiation and conduction from the cylinder head and block. This being so, it is much quicker to utilize the exhaust gas heat direct if the arrangement of the manifold permits; for example, on an engine where both inlet and exhaust manifolds are on the same side.

However, although a simple arrangement such as producing the inlet and exhaust manifold out of a single casting may give satisfactory results it cannot produce the best manifold temperature for all conditions. If sufficient heat is provided to permit very rapid warming up it will be found that for normal operation after the warming up has taken place too much heat will be available. On the other hand, if the manifold is designed to run at the correct temperature after the warming up process, the warming up period will be unnecessarily long and may, in fact, result in excessive use of the choke or spluttering and erratic running.

Best Result

The desirable arrangement, then, is the maximum amount of heat as quickly as possible during the warming up period, followed by the minimum amount necessary to produce satisfactory carburation yet maintain a high volumetric efficiency after the warming up process is complete.

To meet these requirements the thermostatically controlled hot-spot manifold is becoming increasingly popular. Such an arrangement is frequently used in America, and on the Continent examples are found on widely differing types of car, such as the Mercedes-Benz and the small rear-engined Renault, while in this country

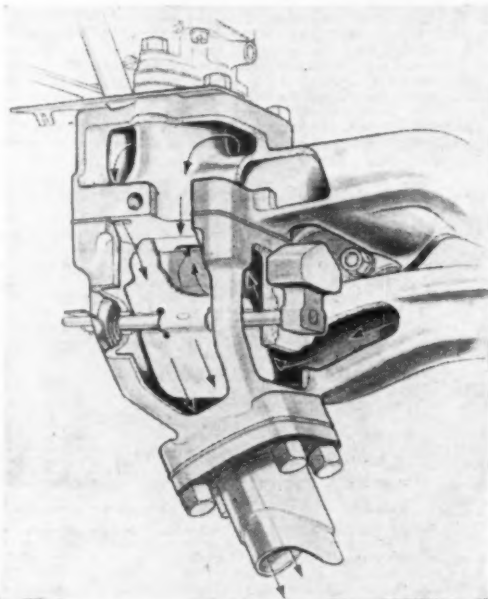
it is used on both the Vauxhalls and the Standard Vanguard.

The mechanism is quite simple. It consists of jacketing the inlet manifold in such a way as to form a "hot box" that completely surrounds the riser pipe and a short length of the inlet branch pipes. Exhaust gases are then deflected by means of a flap valve in such a way that they pass into one side of the box completely round the inlet riser and then out past the other side of the flap and into the exhaust pipe. To prevent corrosion both the flap valve and the spindle to which it is welded are usually made of stainless steel, as also are the bushes in which the spindle is supported.

The outsides of the bushes are often serrated to key them into the exhaust

manifold gasket. It is necessary to provide a generous working clearance between the bushes and the spindle to prevent seizure caused by variation of temperature. The flap valve position is controlled by a metal spring and a balance weight, the spring being arranged in such a way that it will wind up when subjected to a rise in temperature, while the balance weight, apart from stabilizing the system, also controls the flap valve when the spring is in the neutral position. It will be appreciated that this type of spring in one of its applications, where it is anchored at both ends, will both hold the valve firmly in the starting position in one direction and also in the running position in the other direction.

Owing to the necessity for generous running clearances there is a possibility that the mechanism will rattle during the warming up operation, and to overcome this various devices have been used which take the form of side loading by either springs or a weight, so that the spindle is pulled against one side of the bushes. Steps are sometimes taken to prevent the metallic contact between the side of the valve and the casing in which it rotates, one method taking the form of a thin blade spring working between two fins and pressed into the casting.



The new Vanguard manifold arrangement. On starting, exhaust gases flow round a jacket on the inlet manifold. As warming-up takes place, a thermostat operates a butterfly valve, which diverts the exhaust gases and prevents their passing through the inlet manifold jacket.

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Viaduct Street, Huddersfield.
(Tel. 6340)

HULL

The Paragon (Hull) Motor Co. Ltd.,
Boothferry Road, Hull.
(Tel. Central 3664/5)

INVERNESS

The S.M.T. Sales & Service Co. Ltd.,
79-112 Academy Street, Inverness.
(Tel. 1463/4)

IPSWICH

Botwoods Ltd.,
Majors Corner, Ipswich.
(Tel. 2271/4)

KING'S LYNN

W. H. Johnson & Sons Ltd.,
24 St. James' Street, King's Lynn.
(Tel. 2281)

LANCASTER

Loxhams Garages (Lancaster) Ltd.,
Penny Street, Lancaster.
(Tel. 868/9)

LEEDS

Rippon Bros. Ltd.,
73 Albion Street, Leeds 1.
(Tel. 25753)

LIVERPOOL

W. Watson & Co. (Liverpool) Ltd.,
Oldham Street, Liverpool 1.
(Tel. Royal 7080 Day,
Royal 1072 Night)

MANCHESTER

Joseph Cockshoot & Co. Ltd.,
Great Ducie Street, Manchester 3.
(Tel. Deansgate 6611)

William Arnold Ltd.,
Upper Brook Street, Manchester 13.
(Tel. Ardwick 4361/7)

David Rosenfield Ltd.,
Cheetham Hill Road,
Manchester, 8.
(Tel. Blackfriars 2302)

MARKET WEIGHTON

Robert B. Massey & Co. Ltd.,
High Street, Market Weighton, Yorks.
(Tel. Market Weighton 3115/7)

NEWCASTLE-ON-TYNE

Dex Automobiles Ltd.,
New Bridge Street, Newcastle-on-Tyne.
(Tel. 25511/2)

NEWTON ABBOT

Western Garage (Newton Abbot) Ltd.,
48-56 Wolborough Street,
Newton Abbot.
(Tel. 188)

NEWTON-LE-WILLOWS

A & B Motors (Newton-le-Willows)
Ltd.,
Mill Lane, Newton-le-Willows, Lancs.
(Tel. 3301/2)

NORTHAMPTON

Grose Ltd.,
Marefair, Northampton.
(Tel. 4540/2)

NORWICH

Mann, Egerton & Co. Ltd.,
3 & 7 Prince of Wales Road,
Norwich.
(Tel. 20481)

NOTTINGHAM

Bennetts (Nottingham) Ltd.,
24-30 Shakespeare Street, Nottingham.
(Tel. 44074/7)

PERTH

Grassick's Garage Ltd.,
50-56 Leonard Street, Perth.
(Tel. 71 & 2880)

PIRBRIGHT

Clarke's of Pirbright,
Pirbright, Surrey.
(Tel. Brookwood 2201/2,
Day and Night)

PLYMOUTH

W. Mumford Ltd.,
Abbey Garage, St. Andrew Street,
Plymouth.
(Tel. 3481, Day and Night)

PRESTON

Loxhams Garages Ltd.,
Central Garage, Charmley Street,
Fishergate, Preston.
(Tel. 4242)

READING

Reading Automobiles (Weybridge)
Ltd.,
13-15 Caversham Road, Reading.
(Tel. 3021/2)

Vincent's of Reading Ltd.,
Station Square, Reading.
(Tel. 4204/8 Day, 3671 Night)

RIPON

Glovers of Ripon Ltd.,
Borlase Bridge, Ripon.
(Tel. 1712 Day, 867 Night)

ST. ALBANS

W. M. Couper Ltd.,
Catherine Street, St. Albans.
(Tel. 4343/4)

SALISBURY

Wessex Motors Ltd.,
New Street, Salisbury.
(Tel. 3275/6 Day and Night)

SHEFFIELD

Rippon Bros. Ltd.,
115 Ecclesall Road South,
Sheffield 11.
(Tel. 70153)

SOUTHAMPTON

Wadham Bros. Ltd.,
Banister Road, Southampton.
(Tel. 2991/5)

SOUTHSEA

Parker, Thomas & Co. Ltd.,
41 Castle Road, Southsea.
(Tel. Portsmouth 74042/3)

STIRLING

Rossleigh Ltd.,
Allan Park, Stirling.
(Tel. 1616/8)

STOCKPORT

Hollingdrake Automobile Co. Ltd.,
Town Hall Square, Stockport.
(Tel. 4464)

TRURO

H. T. P. Motors Ltd.,
Princes Garage, Truro.
(Tel. 2581, Day and Night)

TUNBRIDGE WELLS

Calfyns Ltd.,
88 Grosvenor Road, Tunbridge Wells.
(Tel. 1085 Day, 1086 Night)

WEYBRIDGE

Weybridge Automobiles Ltd.,
Queen's Road, Weybridge, Surrey.
(Tel. 233, 4 lines)

WIGAN

H. H. Timberlake Ltd.,
Library Street, Wigan.
(Tel. 3451)

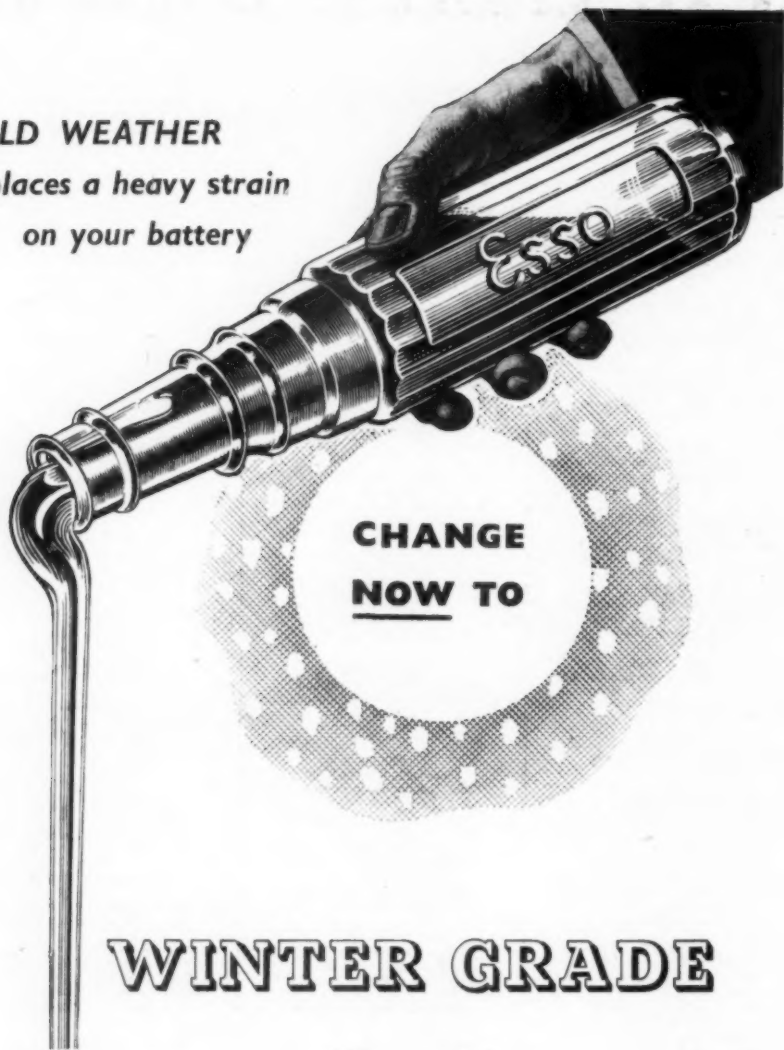
WOLVERHAMPTON

Charles Attwood & Son Ltd.,
Stafford Street, Wolverhampton.
(Tel. 20794 and 20634)

YORK

Myers & Burnell Ltd.,
Davygate and Little Stonegate, York.
(Tel. 2142/3)

COLD WEATHER
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REAR LIGHTS: All Is Not Well

ROAD RESEARCH LABORATORY'S INVESTIGATION

QUITE disturbing facts about the inadequacy of rear lights on cars, commercial vehicles and cycles were given by Dr. W. H. Glanville, C.B.E., the director of road research, when he spoke to the Press last week on the results of the work of the road research laboratory since the beginning of the year. Readers will remember that in the work of the team headed by Dr. Glanville there is nothing of the "pseudo-science" which tends nowadays to be popular, and that its activities have been recorded in *The Autocar* in the Science and Road Traffic series.

The laboratory's first task, in its approach to the problem of rear lighting, was to compile statistics on present inadequacy, and these revealed that 3,400 casualties were attributable to this cause and that this figure represented nine per cent of all night accidents. These are the two main points of the statistical survey, which was followed by a study of the visibility of rear lights of different intensities. For this, a special telephotometer was made so that all intensity measurements could be made actually on the road, all at 30 m.p.h.

As the U.S.A. already had a stipulated minimum rear light requirement of 0.25 candlepower an investigation was conducted to decide whether this was a suitable standard by which existing rear lights could be judged. It was rightly decided that a rear light should be clearly visible

and that "there is a light visible if you look hard enough" was not enough. Again, the crucial test was whether or not the rear light could be seen when the observer was suffering from the dazzle of oncoming dipped head lights. It was found that this quarter candlepower standard was adequate as a minimum intensity.

For the motorist to whom such figures mean little it may be said that this is about the intensity of the rear lights fitted to modern cars, or of the average modern cycle head lamp covered with a red disc.

Low Standards

The results of the telephotometer tests were alarming. Only two per cent of cycles were up to this standard, and 84 per cent were very far below it. Commercial vehicles in 74 per cent of cases were below and 60 per cent were less than one-tenth of a quarter candlepower. Cars also had a bad percentage except that they could be divided into pre-war and post-war, so that at least the standard was improving.

Dr. Glanville and his team then gave two most impressive visual demonstrations. The first showed a red light "scaled down" to represent in the darkened room a typical cycle rear light as it would appear to a driver on the road. This

entirely disappeared when another light, representing a dipped head lamp beam, was switched on. A red light representing a typical commercial rear light also disappeared when the "dipped head lamp" came on. The 0.25 candlepower light was still clearly visible, however.

The second demonstration was a board on which were mounted eight typical rear lights in current production and a single light of the quarter candlepower standard. In an ordinary darkened room the stock rear lights were almost unbelievably dim; so poor that their manufacturers must have realized that they were of no real use.

Experiments were also described in which twin rear lights were used to test their value for judging the distance away of a vehicle in front. It was found that this system was of real value provided the rear lamps were at least two feet apart. Also, as bright lights appeared nearer, and high-mounted lights appeared farther away, a standard brightness, distance apart and mounting height were desirable. Dr. Glanville commented on the result of tests on the quality of rear lights, concluding that their reliability frequently left something to be desired.

The road research laboratory has added another really worthwhile piece of information to its already creditable work. Every year £2,000,000 is lost as a result of these accidents and 3,400 casualties occur. Virtually all of this could be avoided if a proper standard of rear light intensity were adopted.

KNOWLAND TROPHY TRIAL

TORRENTIAL RAIN THROUGHOUT DAY

RAIN which fell continuously throughout the day, coursing in streams down the hills, soaking the competitors and squally moving marshals, did not prevent the Cernian M.C.'s Knowland Trophy trial from being run to schedule and finishing on time on November 4. The rain, indeed, made the humus soil and dead leaves of the lanes so fluid that cars soon bit down to the firm sand underneath; the Hindhead district of Surrey, where the event was held, is sandy uplands, heaths and woods. All the observed sections were grouped in a comparatively small area, with little motoring between them, and the trial as a whole was a manageable programme.

The first two hills were straightforward climbs, not difficult, and Cow Track, which was climbed twice, was fairly easy the first time. It had a bend which, taken close, presented a stopping bump and, taken wide, led the aspirant to a small but tough birch. A. M. R. Mallock (1,081 c.c. Austin), who drove well, tried to carry away this sapling. . . . Result: Sapling 1, Mallock 2.

Special timed tests, one a "Y" reversing test and another a more straightforward one, proved useful as a deciding



A Dellow follows the tractor tracks up the first observed section.

factor in the awards, for several competitors retained the same marks on the hills. They were held on North Park, whose first section was easy, but whose second, a very steep little piece between two trees, was a stopper. The Knowland Trophy winner, H. S. Sweeney, dropped into a big hole dug on this hill by J. H. Appleton, but climbed. He and his Vauxhall Special, which has the engine driving almost direct to the back axle by a propeller-shaft of a few inches, made the only climb of Haste, the last section. This was a steep turn out of a slough in a lane, up a tummy-ticking bank, and

through a right angle turn to avoid a wall. It could be taken diagonally but not as two right angles. There had been another desponding slough on the second climb of Cow Track, in a different bottom section from that used the first time.

PROVISIONAL RESULTS

Knowland Trophy: Vauxhall Spl 1,542 c.c. s (H. S. Sweeney); **Vice-president's Cup** (best Cernian member): Dellow 1,172 c.c. s (R. H. Dwell); **Audience Cup** (invited clubs): Chandler Spl 1,172 c.c. s (R. J. Chandler).
First-class Awards: Cytoson 1,542 c.c. (G. Pen-
ton); Lotus 1,172 c.c. (M. H. Lawson); Cotton 11
1,172 c.c. (A. E. Roundell); Imbed Spl 1,250 c.c. (A. G.
Imhof).
Second-class Awards: Brookers Spl 1,172 c.c. (E. W. H.
Brookers); Cotton Spl 1,172 c.c. (A. A. Baring);
Spence Spl 1,172 c.c. (K. G. Spence); Ausford 1,172
c.c. (H. Hopkinson).



Race Organization: A GUIDE FOR

WHEN a race is promoted, or, indeed, any form of competition, the making of rules that mean what they say and say what the organizer means is really difficult. True, entrants very often fail to read any rules at all; but some do, and these are the people who need watching, for they can find a useful hole even in an iron curtain; having found it, they can play the devil with the officials. The whole thing resembles a game; you make rules, other people try to dodge them; and that which is

by S. C. H. Davis

not forbidden can be done, however much the committee gnashes its collective teeth with rage at the fact.

When formulating rules, think long and well, and remember that a sentence in English can have two or more meanings, and that enthusiasm can write what seems to be correct only to find that quite sane people can interpret it differently. Persuade some friend, possessed of what is called a "legal" mind, to go through what you have written, bearing in mind that there are national and international rules about races and that both take precedence over yours when arguments commence.

Because any other plan would open the door wide to the undesirable promoter and the wide boy among entrants,

the rules cannot be altered once entries have come in except in exceptional circumstances, through the stewards, and with the consent of all who have entered. (Note that even as early as this the all-powerful stewards come in.)

As stewards are so important, do not appoint Sir Joshua Buggins as a steward because he has been generous, is the local big-wig, or needs to be flattered, but select strong-minded men who know the rules inside out and have a shrewd knowledge of what is, or is not, evidence. Frightful things have happened because the great have been unwisely appointed stewards. Men of experience who should know better have, admittedly, made a record mess of the steward's job at times, but that only emphasizes the care with which you should select stewards.

Do not make rules more positive than is necessary. For example, a rule reading that any competitor who is late for inspection "will be excluded" puts the organizer in a pretty twitter when some famous foreign team, which is the great attraction of the race, is unavoidably late. Better to make it read "may be excluded"; there are many other cases when the same thing applies. In other words, take the power to be ruthless but do not make ruthlessness automatic. Also, do not make rules simply for their own sake; reduce the number to the minimum because the minimum will be plenty in any case. And do not mix up rules with instructions.

Rules should be in logical order. First, the name of the race, the circuit on which it is to be run, the date, and



PROMOTERS TO A COMPLEX SUBJECT

whether it is international or national, mentioning the basic rules which apply in each case.

Then come the names of the organizing committee and of the stewards, the entry fee (if any), the method of entry and the date the list closes, together with the method to be used in limiting entries, and what will be done if the race does not fill or has to be cancelled. The type of car for which the race is run, with any special features demanded and the method of inspection, should be laid down. Full details of the start should be given, and the manner in which the cars qualify for any starting position; also, of course, the time of start, the way in which the winner will be selected, and the method of placing all the other cars at the finish.

Other details are the nature of fuel allowed, the extent to which outside assistance is permissible, information as to numbers, colours, flag signals, practice, pit personnel and procedure; also a definition of the drivers and spare drivers allowed. All these require carefully worded paragraphs.

Any fines that might be incurred by disobedience must be announced, as well as the extent of the insurance that it is necessary for competitors themselves to arrange; and it is most important that an indemnification clause should cover the promoters against all claims from competitors. This clause is very important, and the entrant must be made to sign it.

The prizes should be set out clearly, as well as the way

in which they are to be won. And add, if you can, a map of the circuit with accurate distances.

Afterwards comes the worry of the entries. Happy is the club which can run a straightforward race with entry fees and no cloak-and-dagger complications. But rarely is life as simple as that. The promoter, beset by the worries of finance, needs a first-class "lions-and-early-Christian" spectacle or he will not sell his seats, so he requires drivers and cars that make headlines in the pre-race news—not those who, or which, just make noises off. But the drivers and entrants also have an urgent desire to dip in the lucky bag, preferably before the race, so they want "starting money" in quantity (£50 to £700), varying with the fame of the driver or car and the distance travelled. Over this, teams will haggle cheerfully for weeks.

There are other troubles. Few private entrants seem able to read or write where an entry form is concerned, the main idea being to leave things as vague as possible, fail to answer letters and trust to luck and the forbearance of the organizers. Few clubs, incidentally, are quite sure what an entry is; whether it consists of a certain car, of any car of that type, or of a man's name on a form. What makes the promoter's lot much harder is that a modern course can take only a limited number of starters, so a final list of accepted entries cannot be made until all this negotiation has been completed. Do not publish this list of entries early enough to help the sellers of "pirate" programmes.

Why Pay to Go In?

There are more headaches to come for the enthusiastic secretary. If the race is to be a success it is essential that the officials are efficient. Many people write volunteering to help, but what they mean, translated into plain English, is that they want a chance to see the race without the formality of paying. The marshal, flagman, or observer who will concentrate on the work he has to do, and on that only, is worth his weight in gold. Also, it is extremely difficult to stop officials from being too officious. It is imperative that all should administer the rules without fear or favour, and especially without modification for their friends. No one should alter a rule once made or injustice, muddle and argument will arise. And some officials are needed for posts from which they cannot even see the race. If a flagman becomes interested in which car is leading he ceases to be a flagman; if a scrutineer, seeing something of which he does not approve, will not take the responsibility of refusing to pass it then he is redundant.

Flagmen must be briefed with great care, and pit marshals also, so that there is no misunderstanding as to what can be done. And the red flag should be kept at the control or the race may be stopped without reason.

Again, the rules governing the race and the pits must be explicit, particularly as to the number of people allowed on the track when a car comes in, or to signal. And whatever rule is agreed must be enforced by the marshals. Good results are obtained if the entrants, team chiefs and officials confer before the race so that the pit rules can be explained to them in full and their agreement obtained. Someone, of course, should be able to interpret if foreign teams are running. It is no good leaving this conference until everyone is up to the neck in car preparation.

Personally I have little use for the official talk to drivers when the cars are on the grid, because few drivers are in a state to understand anything that is said and, secondly, because if they do not know the rules by then they never will.

Officials have to supply much of the information which keeps the spectators interested. Pit marshals or, better still, special marshals in the pits, should keep up a constant supply of news so that it can be transmitted to the loud-speakers after being vetted at some news office.

All officials, while being quite firm, should carry out their duties in such a fashion as to ruffle competitors as little as possible. That is by far the most difficult part of an official's job, and from all this can be seen how vital it is to gather together a good band of officials quite early and to have a complete understanding with them. Reserves are also necessary, for it is usual to get a message an hour before the race that so-and-so is sorry but he "can't make it."

Race Organisation: continued

If the wives of officials can be worked into the race scheme all the better, since this has a heartening effect.

There remains the race timetable, which needs very careful preparation and good staff work, seasoned by experience, and with knowledge of the course.

The national club which has already granted the race permit should be kept in the picture all the time, especially when the rules have been made final, and due provision must be made for the supervising officials on race day. Meantime applications for seats are, we hope, flowing in apace, accompanied by a spate of most ingenious attempts to get in without paying. Anyone who has had any experience cannot but be struck by the extreme skill shown by the applicants, a great many of whom are members of some journal of which no one has ever heard. Photographers' passes are the target for all who can borrow a camera, and every soul who has ever been connected with the race game is certain that he ought to get in for nothing.

Then comes something, the most nerve-racking feature for all promoters—the safety precautions. Now this must be faced fair and square. A fatal accident to a driver may be part of the game, but a similar accident to a spectator might conceivably cause all racing to be stopped. As far as the driver is concerned, the course must have already been

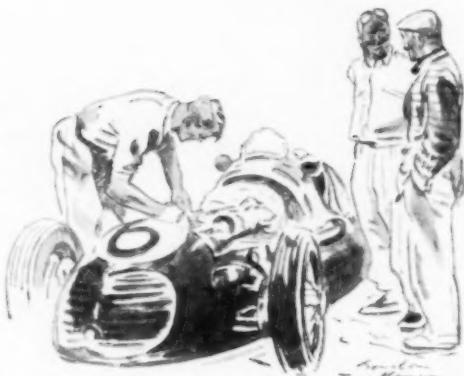


"Bursting with rage about something."

passed by the national club or the permit would not have been granted, but still, no reasonable safeguard must be neglected and evidence of any action taken may be required. All spectators should be clearly warned that motor racing is dangerous and that they attend at their own risk. As an ideal it should be capable of proof that each person was warned individually, but many notices round the circuit should drive the point home beyond reasonable doubt; the tickets should have the warning on them, and the loud-speakers should help. Obviously no one should be allowed to stand at a point near the circuit at which a car might run wild, which is usually just after a curve. Obviously, also, there must be a safety verge all round the circuit between cars and spectators; 30ft is normal. If any other barrier, which does not block the view but will stop or slow a car out of control, can be erected, so much the better.

Crowd control is most important during the race, but if spectators are on private ground police may not have the authority behind them that is needed. The point should be studied. Remember, too, that if a car runs into the crowd and subsequently is proved to have had defective steering, that will be very awkward. If time permits, study the Brooklands and Jersey race cases, and be very sure of your legal indemnity clause covering the club. But always, always, keep an eye open for anything that might result in a fatal accident, in which the organizers will be helped by the stewards, for this is one of their principal duties.

Race passes must be easy to identify with the places for which they are valid, those admitting to the pits being of one distinctive colour, and those which allow the bearer to go on the road, another. Very Important Persons can have a V.I.P. enclosure. For the genuine Press, it seems wise to have a stand protected from the weather, at which



"To ruffle competitors as little as possible."

all information is concentrated, and with telephones, facilities for meals and desks, for Press men have plenty to do and little time to do it in. Whatever happens, make the news service to all the spectators first-class, for on that success depends. The principal scoreboard should be in sight of, and checked by, the timekeepers provided that they can do it in time.

Siting of the timekeepers' box needs thought, for they must see the approaching cars in plenty of time to recognize the numbers, for which reason they should have power to order an obscure number to be made more distinct. Catering is a separate headache, as also are fire precautions and a first-aid system with sufficient ambulances to deal with real trouble, sited so that any point can be reached with the minimum delay; an ambulance on the infield must be able to get out. All this, again, pre-supposes marshals whose duty it is instantly to summon aid, and who are intelligent enough to give the exact map reference and keep their heads after a crash. Again, not an easy type to obtain.

All the time you, as clerk of the course, will be badgered by every sort and kind of person, with queries which no man could solve; therefore have an enquiry system, for on race day you must not have incidental work to do or supervision will go to the dogs.

Invasion

From your appointed H.Q. the black flag can be shown to pull in a driver who has been naughty or a car that is dangerous. To do it, send one man along the course towards the approaching cars a sufficient distance for him to be able to identify the one wanted, and then signal in plenty of time; no other system will work. The same drill serves when the winner has to be flagged. But when the winner finishes, then comes the danger that the crowd may invade the course, being anxious either to see the machine at close quarters or to go home. And other cars may be approaching at very high speed.

Make a habit of talking over any action that it is necessary to take, away from the person or persons concerned, for it is unwise to let the world hear argument between officials. Make sure also that the official race order is issued as soon as the race is over, even if tired officials want to go home. And do not, unless it is unavoidable, give the prizes until a full half-hour has elapsed to allow for protests; you may have to give two lots of prize money! Again, if competitors come, bursting with rage about something which they think is wrong, make them write out a proper protest according to the rules. That has a wonderfully calming effect. But the protest *must* be heard properly according to the law laid down for such things, or you will look very foolish if an appeal succeeds.

When it is all over; when you have seen the officials fed, the stores returned, and the money in safety, then at last you can have a long, hearty drink and thank heaven that all has gone fairly well.

The Autocar ROAD TESTS



Sober black and elegant harmony of line make the Cadillac an exemplar of quality in the American style of product.

DATA FOR THE DRIVER

PRICE (at factory), with saloon body, \$3,096.83 — \$1,106 at \$2.80 — \$1. Not available in Great Britain.

ENGINE: 46.5 h.p. (R.A.C. rating), eight cylinders, overhead valves 96.84 x 92.07 mm, 5,420 c.c. Brake Horse-power: 160 at 3,800 r.p.m. Compression Ratio: 6.7 to 1. Max. Torque: 312 lb ft at 1,800 r.p.m. 24.4 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT 38 cwt 0 qr 22 lb (4,278 lb). Front wheels 52 per cent; rear wheels 48 per cent. L.B. per C.C.: 0.79. B.H.P. per TON: 83.7.

TYRE SIZE: 8.20 x 15in on bolt-on steel disc wheels.

TANK CAPACITY: 16.7 English gallons. Approximate fuel consumption range, 14-16 m.p.g. (20.2-17.7 litres per 100 km).

TURNING CIRCLE: 45ft (L and R). Steering wheel movement from lock to lock: 5 turns. LIGHTING SET: 6-volt.

MAIN DIMENSIONS: Wheelbase, 10ft 6in. Track, 4ft 11in (front), 5ft 3in (rear). Overall length, 17ft 11in; width, 6ft 8in; height, 5ft 2in. Minimum Ground Clearance: 7in.

ACCELERATION					
Overall	From steady m.p.h. of				
gear ratios	10	20	30	40	50
	30	40	50	60	70
	sec	sec	sec	sec	sec
3.36 to 1	6.2	6.6	7.0	9.3	13.9
4.87 to 1	4.1*	5.6*	—	—	—
8.84 to 1	—	—	—	—	—
12.84 to 1	—	—	—	—	—
From rest through gears to:—					
	sec.				
30 m.p.h. 4.87 to 1	60 m.p.h.	17.1			
50 m.p.h. 11.8	70 m.p.h.	25.2			
	80 m.p.h.	37.7			

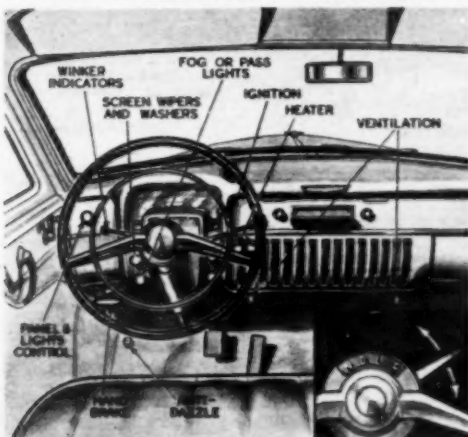
SPEEDS ON GEARS:		
(By Electric Speedometer)	M.p.h. (at change point)	K.p.h. (at change point)
1st	17	27
2nd	30	48
3rd	39	65
Top	90	145

* Using Low; remainder on High.

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer
10	9.9
20	18.5
30	27.0
40	38.0
50	47.0
60	54.0
70	63.0
80	71.0
90	81.0

WEATHER: Dry, no wind. Air temperature 70 deg F. Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of April 6, 1951.



No. 1447: CADILLAC SERIES 62 SALOON

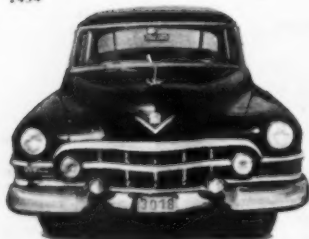
THE Cadillac division of General Motors introduced four new series of cars for 1951, providing a range of eight models. These include a convertible, a long wheelbase limousine, three two-door fixed head coupés and three four-door saloons; it is in this last category that the Series 62 model is placed. As it occupies a position in the expensive car class, it was interesting to test this car shortly (in Belgium, with the co-operation of General Motors Continental, Antwerp), after having had experience of other less expensive models produced by the same parent company.

Once inside the car it did not take very many minutes to realize that, in the Cadillac, General Motors have produced a car that has really "got something."

The 160 b.h.p. developed by the 5½-litre V eight overhead valve engine is transmitted by means of an improved version of the well-known Hydramatic transmission, which automatically provides four forward gear ratios. The result is a car with an outstanding performance, and more especially when its size and weight are considered. A maximum speed of a genuine 90 m.p.h., plus the ability to accelerate from 10 to 30 m.p.h. in 4.1 sec is something that is not possible on some so-called sports cars, and, indeed, one run of just under a hundred miles was covered at an average speed of 52 m.p.h. without apparently hurrying, and at a fuel consumption of 14-16 m.p.g.

The improvements made to the Hydramatic drive enable the change from forward to reverse, or vice versa, to be made while the engine is still revving fast, and, apart from preventing accidental damage should the lever be moved by mistake, it is also claimed that this modification enables the car to perform more easily the American manoeuvre known as "rocking." For all normal driving the hand control lever is placed in the D position and in this range the car will climb all main road hills quickly and with complete absence of fuss. Even after being baulked on a hill of around 1 in 10 it is not necessary to change down to the Low ratio, but if this is done an extremely brisk getaway will result. The change from one gear to another is particularly smooth, and unless one is looking out for a change point it is hard to detect.

In spite of the fact that there are five turns of the steering wheel from lock to lock, the car handles extremely well at speed, and possesses a certain "quality" feel. On the straight there is a feeling that it will steer itself, yet it obeys the slightest wish of the driver. So much is this so, in fact, that in a very short space of time one thinks of the car as almost a small one, as far as manoeuvring is concerned. On corners there is a minimum of roll, and the car has a "solid" feel, although a certain amount of tyre squeal occurs on some



Although large, the Cadillac retains a well-proportioned layout. Width makes the car seem lower than most of its compatriots. Bumpers, both front and rear, are exceptionally massive. The radio aerial is automatically extended by pressing a control inside the car.



THE AUTOCAR.

More than most American cars, the Cadillac has retained the "pursuit plane" suggestion at the rear. A false duct entry at the front of the rear wing is part of the same conception. The final effect suggests the luxury and high speed that the Cadillac possesses in good measure.

ROAD TEST continued

types of road surface; but, of course, the suspension is by no means hard. The slight degree of understeer that is apparent does not seem to be affected very much by the small amount of roll produced by normal cornering, and the quick self-centring action of the wheels also helps to produce a general feeling of manoeuvrability.

The suspension is by coil springs and wishbones at the front, and long leaf springs at the rear, a combination that produces a very even ride with an absence of pitch and kick up at the rear end. Over all types of surface, including "colonial" sections and Belgian pavé, the car kept a very even keel, with the minimum amount of movement transmitted to the passengers. The noise level from inside the car is very low, and even over the bad surfaces there is only a slight amount of rumble.

With under 18 lb weight per sq in of brake lining area, the Cadillac can be stopped quite easily from normal speeds, with only a light pedal pressure. However, under the conditions imposed during performance testing, a considerable amount of fade was experienced; although the brakes quickly regained their normal working properties on being allowed to cool, the efficiency did not seem quite as high as before. The hand-operated parking brake, situated on the extreme left of the car, is fitted with a warning light which comes on when the brake is applied.

The driving seat is extremely comfortable and gives good support, but by comparison with other G.M. products that have been tried it appears to be noticeably higher, and consequently a much better view and sense of control are obtained. The steering wheel and pedals are very well positioned, and reduce fatigue to a minimum when the car is driven for long periods. The design of the steering

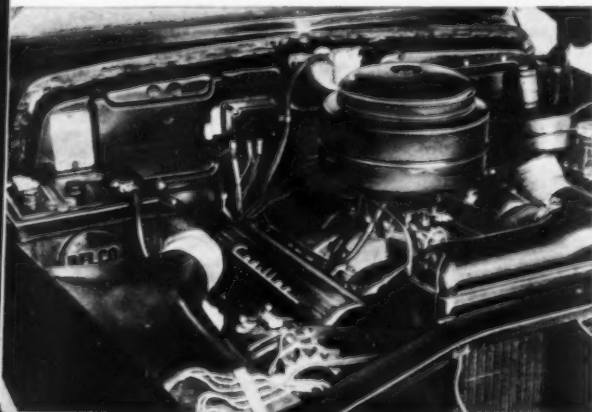
wheel, with two sloping spokes, enables the driver to have an extremely good view of the instruments, which are grouped with the small controls above the enclosed steering column.

Below the large speedometer, and to the left of the column, are two controls; the upper one is a combined windscreen spray and control for the suction-operated wiper motor, and the lower converts the front flashing indicator lamps into pass lights, provided that the head lamps or side lamps are switched on. Below an electric cigarette lighter, to the right of the steering column, is a multi-position ignition switch which operates auxiliaries only, if turned to the left, and the ignition when turned to the right. A further right turn automatically starts the engine, provided that the control lever is in the neutral position. Warning lights are used to indicate dynamo charge and oil pressure, while two small gauges show water temperature and petrol level. Instrument lighting can be varied by means of a rheostat built into the main light switch.

Two small interior lamps are mounted in the fascia just above the radio panel. These are automatically switched on when either of the front doors is opened, and may also be controlled from inside the car by means of a small switch built into the left-hand lamp. The glove locker is also illuminated automatically when the lid is opened, and can be locked by means of the ignition key.

The relatively high driving position partially offsets the disadvantage of a fairly high bonnet line, but it is not possible to see the right-hand front wing from the driving seat in a left-hand drive car. However, the general outward vision is extremely good, and there is the minimum of

Considerable bonnet space is well filled by the V-eight engine. The battery is accessible and an oil bath cleaner serves the downdraught carburettor. One of the impeller housings of the air-conditioning system can be seen to the right of the big air cleaner.



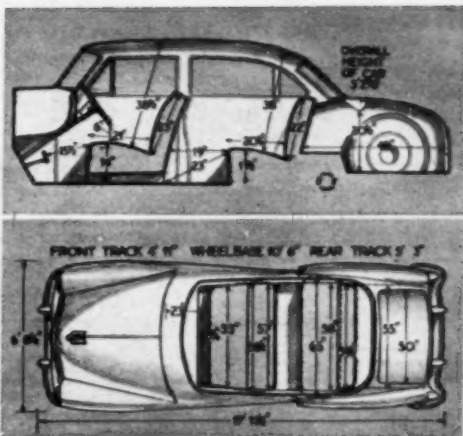
Luggage space is more than ample. The lid of the locker is automatically retained in the open position. As shown in the inset, the left-hand stop-light installation opens to reveal the fuel filler cap.



interference from the windscreen pillars. The large wrap-round rear window, in conjunction with a well-placed mirror, ensures good rear visibility. At night the mirror can be dipped by pressing a small catch, to prevent dazzle from following traffic.

On an expensive car one expects certain refinements as regards upholstery and interior trim generally, and in this respect the Cadillac comes up to expectations. It is neatly trimmed in grey cloth piped with leather. A fold-down arm rest is provided in the rear seat only, and this could with advantage be wider. A combined cigarette lighter and ash tray is built into the back of the front seat.

Interior air temperature control, although somewhat complicated, is very comprehensive, and the use of a thermostat reduces the control mechanism to a minimum of two levers, to operate the fans and water supply, plus two controls to operate the forward-facing air intake ducts. Apart from the scuttle mounted heater unit, there is another blower under the front seat, which conveys air to the rear passengers' feet, while a third extractor fan is fitted in the luggage compartment, with a communicating duct behind the rear seats. Adequate de-misting ducts are formed in the interior of the screen casing strip. The quarter lights



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.



The windscreen, it will be seen, has a high degree of curvature. The upholstery, as this view of the front seat cushions shows, is luxurious.

The interior is capacious, and finished in soft pale grey cloth. Arm-rests are fitted to all four doors. Small handles provide a positive, simple opening for the front ventilation panels. The draughtproof ash tray, with roll-top cover, is interesting, as also is the conveniently placed seat adjusting control.

in the front doors can be opened by means of winding handles which hold them against the outside air pressure when in the fully open position, when they act as very effective air scoops.

Even when housing the spare wheel and tools, the luggage locker retains very generous proportions, and is of a most convenient shape to accommodate a large number of suitcases. The lid, hinged at the top, is spring loaded, so that it will remain in the open position for loading.

The head lights, although having the appearance of being of small diameter, prove to be very powerful, and to give the good range essential for night driving at high speed. The note of the horns is also powerful, yet pleasant, and in keeping with the character of the car. Starting from cold was at all times instantaneous.

Judged by any standards of performance, comfort or manoeuvrability, this car would fulfil the needs of a most critical driver, but perhaps one is impressed most of all by its extreme silence as regards both engine noise and wind noise. It is a most pleasing car to drive.





THE AUTOCAR,

Cottages, built of great stones and thatched, at Ponsworthy. The moor villages are both rugged and gentle.

by G. Douglas
Bolton

MOORLAND DEVON

THE BEAUTIFUL VALLEYS AND VILLAGES THAT LIE AROUND THE MOOR

MUCH of the best of Devon is reached by the little lanes, narrow and winding, and with their high banks making them a little blind, but it is only the very wide car which will ever find itself touching both sides of a lane at the same time! This is particularly true of the Dartmoor area. Both on the moor itself and in the valleys surrounding it many charming places lie a little off the main roads.

The starting point for my tour was Exeter, an old city still attractive despite extensive bomb damage, where I spent an agreeable couple of days. There is much to be said for making Exeter a touring centre for exploring Devon, and the city itself has much historic interest, from the imposing Cathedral to Mol's Coffee House, a beautifully preserved Elizabethan structure, adjacent to the tiny church of St. Martin, and now used as a shop. In a nearby alley is the Ship Inn, a favourite port of call of Sir Francis Drake. In the main streets there are still picturesque black-and-white buildings, the weather-worn 15th-century Guildhall with its pillared façade, and the noteworthy Tuckers' Hall. Exeter, in company with several other ancient cities, preserves a tradition of good eating. Apart from the hotels, there are several good restaurants.

I left Exeter on a hot spring morning—hotter than we generally have it in August—and followed the main road westwards as far as Pocombe Bridge, turning off along a second-class road which was sufficiently hilly and tortuous to make a fitting introduction to the route to Dunsford and Drewsteignton. This last road belongs to the "other serviceable road" category, a category generally sub-divided into narrow and very narrow varieties. You will find "very narrow" an understatement for the next portion of the route, but there is room to stop at the top of the descent into Dunsford, with its thatched, whitewashed cottages and high stone kerb. This little place was quiet and peaceful in the morning sunshine.

Then followed a climb over to Clifford Bridge and a drive to Breadmore and Preston. The lane now weaves a course hidden deep down between high hedges, with many blind corners. At the road junction to Fingle Bridge there is a warning notice about the Fingle Bridge road, but it is a much less trying road than the one you have left, and there is turning and parking space at the far end. If you can get this place to yourself, as I did, and the weather is warm and sunny, you will be enchanted.

Here you will find an ancient granite bridge, narrow and arched, spanning the waters of the Teign. Woods are all around, with a venerable ash overlooking the bridge. The place is normally very popular and has some congestion at holidays.

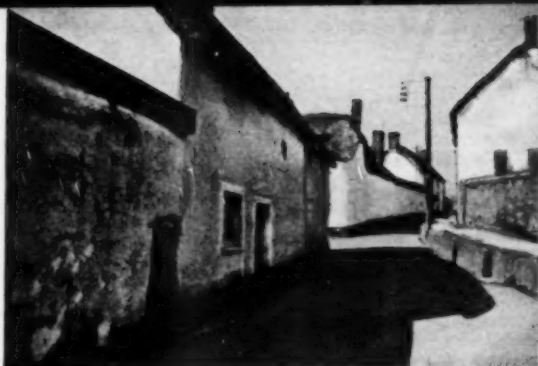
Near Drewsteignton a man was thatching a cottage. His ladder reached across the road and, as I could neither get under or round it, there was ample time to adjust myself to the leisurely tempo of rustic Devon. A tangle of lanes leads to Chagford, approached from the bridge across the Teign. There are many thatched buildings at Chagford, including the ancient Three Crowns Hotel. A steep climb leads to Beator Cross and the main road across Dartmoor itself. This road, rising to 1,426ft, gives wide prospects of the tors and heathery slopes of Dartmoor, and is a route much beloved of motor coaches. Although undulating, it is a good one, and one soon arrives at the clapper bridge at Postbridge. The clapper bridge is one of the most ancient bridges in the country, and consists of no more than three great slabs of granite laid across two piers of stones standing lengthways in the river. I should think this bridge is wearing faster than ever before, for every motor coach disgorges crowds, most of whom have to walk across the bridge and then sit on the edge to be photographed.



Upon arrival at Two Bridges I did not continue towards the dubious delights of Princetown, but turned along the Ashburton road, ultimately turning off to Hexworthy, where I succeeded in having a late lunch at the Forest Inn. Near here a weather-worn bridge spans the West Dart, where the waters course between lush green banks, a most pleasant spot where you can bask in the sun away from the busy crowds on the main road less than a mile away; rejoining the broad highway—very broad for Devon—one descends to Dartmeet Bridge, too well known as a beauty spot and only at its best out of season. Here you will find half a packhorse bridge jutting out above the Dart, which is strewn with enormous rounded boulders. The adjacent main road bridge bears a steady stream of traffic and the banks of the Dart are generally crowded with cars, for here there is ample parking space.

There is a stiff 1 in 5 ascent towards Ashburton. Just beyond the summit an intriguing byway leads to the hamlet of Ponsworthy, where a tiny stream crosses the road. A network of narrow lanes leads to Widecombe and Buckland-in-the-Moor. Widecombe, seen from a distance and dominated by the tall spire of its imposing church, is a fine place, but it is not easy to park anything larger than a cycle, even out of season. Pot-shops and souvenir shops do a nice line in local pottery and modern brasses, and a commodious village green provides much-needed breathing space. Nevertheless Widecombe, though often crowded, has atmosphere and the place is worth seeing.

But wherever you do not go, on no account miss Buckland-in-the-Moor. The approach from Widecombe is not by good roads, even on the Cockingford route, but the route is of consummate beauty. Buckland-in-the-Moor is hidden in a wood, but before you descend the steep hill



A considerable pavement, high above the road surface, runs under the wall in Dunsford.



In the damp woods around Fingle Bridge and, on the right, the bridge itself, with the river clear and golden brown. All the rivers from the moor have sherry-coloured waters.

into the village, pause at the church and enter the churchyard.

When I was there, it was a warm, sunny afternoon in late April, the air was soft and limpid, and the aged church nestled cosily on a green lawn, crossed by a path on one side of which was a high bank covered with daffodils, nodding in the slight breeze. Beyond, towards a cluster of lichen-covered trees, the tombstones stood on a carpet of primroses dappled with sunlight. On the church clock face I saw that the numerals were replaced by the words "My Dear Mother." Though the trees were not yet in leaf their great boughs tunnelled the road and encircled the thatched cottages of the village, with their trim hedges and grass-grown walls. A brook runs alongside and everywhere flowers gladdened the eye, while their fragrance filled the air. There is no false note in the harmony of this picture; the scene is completely unspoiled.

Rarely have I left a place with such reluctance, and the



The clapper bridge at Postbridge is of great antiquity, and much has been written about its possible origins.





Cockington: The thatched porch of the famous forge is on the left.

MOORLAND DEVON . . . continued

attractive little town of Ashburton seemed dull in comparison. The route had now rejoined the main road, and led southwards to Dart Bridge, where I made a deviation to visit Buckfast Abbey. This modern abbey was built upon the foundations of the original 10th-century abbey, and took more than 30 years to construct, the entire work being done from start to finish by the Benedictine monks themselves. It is of late Norman design with a square

central tower, 158ft high and built of red Devon sandstone. When you see this abbey, spruce and shining and clean as a new pin, and think of our ruined abbeys, still beautiful even in fallen majesty, you may think hard thoughts of Henry VIII, for had it not been for the dissolution of the monasteries such places as Fountains would still retain their splendour.

Totnes, the next considerable place, is a most agreeable town. The houses are a jumble of architecture—Tudor, Georgian and modern, and there is a sleepy, timeless quality about the place.

The approach to Cockington is by way of the ruined castle of Berry Pomeroy, a somewhat trying approach, as one of the lanes near Marldon was closed for the laying of water pipes, and I ultimately reached my destination by a cart-track between hedges set so close together that I feared the car would stick. Cockington is on the fringe of Torquay, whose Corporation has acquired nearby Cockington Court, an Elizabethan mansion set in spacious grounds. The village is a showplace and visitors abound, but you cannot have everything to yourself all the time! You will like the thatched cottages; Rose Cottage and the Thatched Forge are my favourites. The latter is unusual in having a large thatched porch standing with some difficulty on three wooden supports. Then there is Ye Olde Wishing Well. On my visit to Cockington Court the daffodils were out, an admirable foreground to the old mansion with its high chimneys and gracious windows.

The stranger will find it easier to get from Cockington to Torquay than to get back. There seem far more streets than are really necessary, but once you have reached Avenue Road you will find almost any part of Torquay fairly accessible. Torquay appears to have an inexhaustible supply of hotels and boarding houses, and if you should be on a first visit a stay at the Babbacombe end of the town will introduce you to the rocky charm of Babbacombe and Oddicombe beaches and the beauty of nearby Amey's Cove.

Dartmeet, where the East and West Dart Rivers flow together.



VESEY CUP TRIAL

RAY MERRICK WINS
OVER COMFORTABLE
COURSE

WHETHER the Sunbac's Vesey Cup trial last Saturday was a success or not depends upon the point of view. The competitors were all smiles at the finish, but Jack Woodhouse and the other officials looked a bit downcast. The fact is that the course was in comparatively easy condition after an unusually dry October and failures on the various hills were few. However, it was all very good fun, and so were the various parties which took place afterwards to the accompaniment of resounding explosions and the pungent smell of gunpowder.

From the start at Morville, near Bridgnorth, lanes led to a driving test at Middleton Priors, a simple forward-reverse affair with lines to straddle. Fastest time was 15sec dead by L. J. Tracey in his 1,172 c.c. Dellow, with R. W. Phillips as runner-up in his neat 1,486 c.c. Austin Special taking 1sec longer, and Cyril Corbushley's 1,446 c.c. C.C.S. and L. J. Oliver's 1,172 c.c. Oliver tying for third place with 15½sec.

The first observed hill was Longville I, the competitors turning abruptly off the road up a woodland track, but this caused not a single failure, although the severe initial bump on leaving the road may well have been the reason for J. R. Sidwell's Dellow shedding its left side steering arm



C. L. Bold, in his Bold Special, going steadily on the section at Highfield Farm.

as he locked over for the initial bend of Longville II. This section was timed, and the starting line was cunningly placed so that drivers had a sharp left bend to take, with such pronounced adverse camber that there was a danger of skidding right off the course. L. G. Higham, 3,694 Higham Special, failed through wheelspin, the track being slimy over a hard stony surface. Apart from these two the only other failures were G. J. Res, 1,172 Citford, J. Clegg, 1,172 Clegg, J. Deeley, 1,512 Crauford, J. Toogood, 3,966 Ford, and A. Bayliss, 1,172 Ford Special. Best time on Longville II was 18.6sec by Cyril Corbushley. Clegg retired hereabouts, for he failed to arrive at the next hill, Heywood Common, which caused only R. H. Bland, 933 Blandford, and Res to fail.

Eaton was expected to be on the side of the officials, but for once it was not difficult and only worried six of the competitors, Higham, N. V. Terry, 1,172 Dellow, H. C. Roberts, 3,917 Allard—a big car for such a course—Clegg, Tracey and Too-

good. The two sections of Harton Wood were also easy and only Higham, Toogood and Oliver were penalized.

Marshbrook, a steep grassy bank leading straight off a real road, on which the rear wheels had a good initial kick-off, "failed" only two, but Highfield Farm was rather more tricky. The timed section was really muddy and included a tight S-bend round a gate post, followed by a straight but deeply rutted stretch. The secret of success lay in taking the right course through the S, otherwise one clouted the gate post or slid too far in the mud, to stop with wheelspin, as did Res in his Citford, and Toogood.

Amongst really polished performers here were Ray Merrick in his 1,228 Atkinson Special, Cyril Corbushley, R. B. Lowe in his red 1,172 Dellow and K. C. Delingpole in his blown green one, and Miss F. Box also in a blown 1,172 Dellow. R. W. Phillips in his 1,486 "Austin" took the gate all right but unaccountably stopped momentarily. Best time here was Ray Merrick's 10 seconds dead.

The last section was Wart Hill, but again this was a broken reed from the officials' point of view, for it caused not a single failure. So to the finish at Stokesay, a well-earned and much-needed meal, while the officials unlimbered ice-cooled slidersules and got busy on the results.

PROVISIONAL RESULTS

Vesey Cup: R. Merrick, 1,228 Atkinson Spl. 0 marks out, 15.6 sec. in driving test. *Garage Run:* A. W. Francis, 3,917 H.R.G.-Mercury, 8, 17.8 sec.; *Watson-Seymour Road:* C. L. Bold, 1,200 Bold, 0, 18.5 sec.; *First-class Award:* K. C. Delingpole, 1,172 Dellow (B), 0, 16.4 sec.; *Second-class Award:* C. Corbushley, 1,446 C.C.S., 1, 15.4 sec.; R. B. Lowe, 1,172 Dellow, 1, 15.6 sec.; J. D. Glean, 1,172 Glean, 1, 16.4 sec.; C. B. Hardman, 1,200 Dellow, 3, 16.0 sec.; R. J. P. Reynolds, 1,172 Dellow, 4, 16.4 sec.; L. J. Oliver, 1,172 Oliver, 7, 15.4 sec.; F. E. Wall, 1,172 Dellow (B), 7, 16.5 sec.



Winner of the Vesey Cup, Ray Merrick, in the Atkinson Special at Highfield Farm. Right: The first section, Heywood Common, was a rocky lane under the trees. K. C. Delingpole charges up his blown Dellow.



Bed on Wheels

A STOP-WHERE-YOU-PLEASE TRIP ABROAD

HAVE you ever thought to yourself, when touring at home or abroad, how good it would be to stay for the night on reaching an out of the way beauty spot towards the end of the day? Of course, you could have stayed at your idyllic spot if you had had (a) a caravan, (b) a tent, or (c) been prepared to sleep uncomfortably in the car. But perhaps, like me, you are not a caravanner, you don't care to carry all the bits and pieces associated with camping and you like a good night's sleep.

This year I decided that I would try to solve this problem. I wanted to be free to stay the night wherever I wished with the minimum of trouble to myself. The solution obviously was to get a good night's sleep in the car. With its roomy body I felt that my 1950 Hillman Minx presented possibilities, so I approached the makers. They had not done a conversion of this kind on my model but they agreed that it was possible.

In a little over a week I got the car back with as comfortable a bed as I could wish for. The rigid bench front seat had been cut away and hinged at the base, allowing the back to drop and meet the rear seat, where it rested on a ledge. The front seat runner had been altered to allow the seat to come farther forward, and the back seat fitted with a device to raise the level slightly. All that was necessary to put these simple operations into effect was to unscrew two knurled nuts holding in position short supporting bars at each side of the front seat.

At first I thought that these bars would hamper entrance and exit to the car but this has not been so. And I wondered too, if, having taken away the rigidity of the front seat, I should have a certain amount of play in the back. This also has not materialized.

Stowage

Without any preliminary try-out of the sleeping arrangement the car was taken to Spain, the idea being to use the bed when the fancy took me. Extras to the usual luggage were two blankets, two sheets and an eiderdown. These, with the car rug, made a not too bulky bundle. I also took something with which to protect the luggage taken out of the car when the bed was made up. The width of the car was really appreciated when I found that there was room for my wife, myself and our seven-year-old daughter. For sleeping two only, of course, there is ample room.

Into the luggage locker went a small petrol stove, light cooking utensils and food basket, for it was our intention in any case to have picnic meals during the day to save time, and, as travellers to France will appreciate, money as well. Our destination was the Costa Brava, that delightful piece of Spanish coastline between Barcelona and the frontier. Here we planned to stay a full fortnight in an hotel, allowing four days each way for the journey. We crossed from Newhaven to Dieppe and, approaching Limoges after tea on the second day, we started to look for a likely spot to pull up for our first night in the car. We soon found one—a delightful forest clearing reached by a short cart track off the main road.

Water and eggs were soon obtained from a nearby farm, and after a meal the transformation of the car to a bedroom was accomplished in minutes.

The following night we slept in the car again near Toulouse and reached our destination, Tossa de Mar on the Costa Brava, on the following evening. On our return trip we found delightful resting places near Narbonne and in the Rhône valley near Valence.

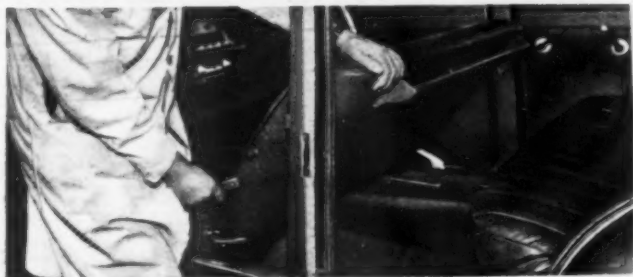
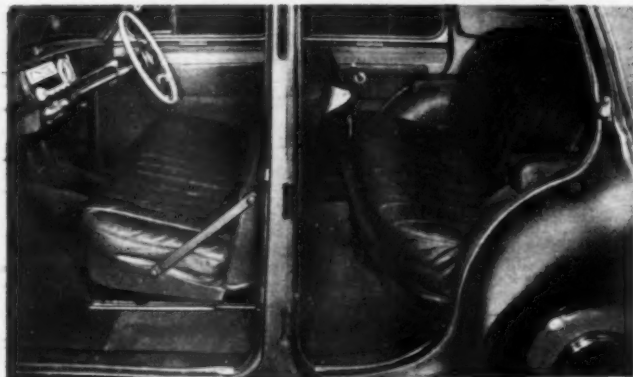
Since then the car bed has been used for occasional weekends at the coast and for a week in Wales. For this trip, how-

ever, a large car tent which gave cover to the car was used. With this it was easy to prepare for bed in the tent and step straight into the car—a boon in wet weather, remembering also that for normal camping camp beds, many more blankets, and so on, would be required.

Once into a car bed it is necessary only to reach up to switch on the light, forward to turn on the radio. You might be in your own bedroom, except that you wake up in the morning to view mountains, cliffs, pastures, or what you will.

J. M. KING.

The release of knurled nuts on the arm supporting the hinged squab at each side allows the squab to fold down and form a junction with the rear seat.



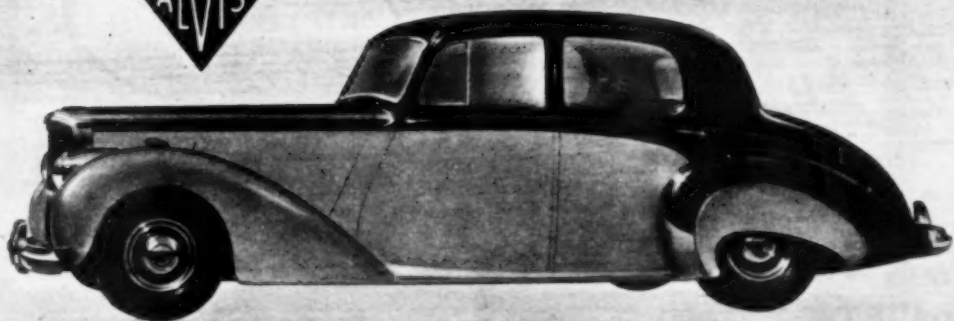


WHICHEVER WAY YOU LOOK AT IT, from the summit of the Furka Pass, or of the Grimsel on the other side of the valley, you must climb some 7,000 feet to reach this icy heart of the Alps. These ups and downs, these gruelling hairpins, are a challenge alike to a car and to the man who drives it.



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Readers are awaiting with keen interest "The Autocar" Road Test of one of the outstanding cars of this year, the six-cylinder Ford Zephyr. This would have appeared already but for the intervention of the London Show, and the usual comprehensive article will be published shortly. In the meantime, readers may like to have the personal impressions of a very well-known motorist of one of the first Zephyrs delivered in this country.

By Zephyr to Milan

by Raymond Mays



A CONTINENTAL TRIP WITH THE LATEST PRODUCT OF DAGENHAM

BECAUSE of circumstances that wouldn't interest the reader in the least, about 80 per cent of my passenger-car motoring during the past 15 years has been done in high-performance vehicles of the *grande luxe* class. And that, I have found, can be either very bad or very good pre-conditioning treatment in relation to interpolated spells on quantity-produced cars costing less than a fifth of the price of one's habitual mount.

Obviously it all depends on how the stand-in does its job. At worst, one finds oneself resignedly accepting a catalogue of shortcomings and mentally excusing at least some of them in an "After all, what can you expect for that sort of money?" spirit. At best, the reaction is one of half-incredulous delight: "I could name cars costing twice this one's price that don't come within barge-poles of it on an all-round count."

There is no question about which of these two categories the Ford Zephyr Six belongs to. In a motoring career stretching back to before the first world war (starting with adolescent sorties without benefit of driver's licence!) I have never known a "cheap" car which left me at such a loss for disparagement—or so monotonously fulsome in praise. Sincerely and soberly, I regard this Ford's advent as one of the most important events in mid-century motoring.

My mileage to date on FCT17, covering a period of five months, adds up to 11,800. From first to last—not that the acquaintanceship is yet ended, I am glad to say—the Zephyr has been driven harder than any ordinary owner conceivably would drive it. It doesn't merely "stand up" to this treatment—it gives the impression that it neither expects nor would enjoy anything less rigorous. The engine is as sweet, as quiet, as unfailingly vigorous as on the day it left Dagenham. The bodywork, in spite of prolonged spells at high speed over Continental roads capable of loosening the stepping in your teeth, hasn't a rattle or a creak to its name.

If any frailties had been lurking under that smooth-contoured exterior, our trip to Milan and back for the Italian Grand Prix in September would certainly have disclosed them. Up to the start of that journey my Zephyr mileage had totalled 8,000. The Italian expedition, including a good deal of incidental on-location running, added a further 2,500. From start to finish we were driving against time. Not once during the whole out-and-back journey was it possible to say "Let's take it easy for a few kilometres and give the Ford a breather." The clock and the calendar saw to that.

FCT 17's complement, consisting of Ken Richardson and myself, plus luggage, had a foretaste of the huge hustle to come when, as related in the next morning's newspapers, a mishap to the dock gates at Dunkirk enforced a last-minute switch to the Dover-Calais cross-Channel route and postponed by nine hours the B.R.M. contingent's arrival on French soil. This *contretemps* put us in the position of leaving Calais for Lausanne, about 500 miles distant, at the relatively late hour of 1.30 p.m. Averaging over 40 m.p.h. inclusive of all stops—lunch alone cost us an hour, then there were the other, briefer meals, plus Customs formalities at the frontier—the game Zephyr reached Lausanne just twelve hours after pulling out of Calais.

Over the Simplon

Next day came the second and last "leg"—Lausanne to Milan, with the Simplon Pass ascent and descent to enliven the proceedings. I knew already that FCT 17's appetite for gradient was right out of the ordinary, but the Simplon proved an eye-opener. I estimate that 75 per cent of the climb was made on top gear. On that ratio we repeatedly came down as low as 20 m.p.h., then pulled away without a vestige of labouring or fuss. Always in the past when driving cars with three-speed gear boxes I have sooner or later found myself hankering for that fourth gear: on the



By Zephyr to Milan

continued

Zephyr, never. If four speeds were an "optional extra" chargeable at £2, I wouldn't specify them.

In Milan, and at the famous Monza race circuit nearby, this unfamiliar type of Ford—the first and only one that most of the Italians had seen—was a constant cynosure. A number of well-known Continental racing personalities accompanied me on laps of the course aboard it, and were without exception vastly impressed by its steadiness at speed, leech-like tyre adhesion and freedom from transverse tilt under the stress of deliberately violent cornering tactics, rapid pick-up on top gear, roominess, good ventilation and superb comfort.

Ventilation, incidentally, really counted for something in and around Milan in mid-September. The heat was colossal, and in some of the closed cars in which I rode while in Italy I felt literally at the point of suffocation. In the Ford, however, by putting the heating and de-misting equipment into its summertime role of mechanical punkah, one was able to enjoy real comfort.

This in turn brings me to another point: some English critics, accustomed to windcreens positioned eight inches or so closer to the eye than the Ford's, are inclined to look askance at the latter. Personally, I can see no rational grounds for this complaint. On the contrary, once one gets used to the Zephyr's interior geography there is everything to be said in its favour. The forward-jutting roof peak is a great saver of eyestrain in countries where a blazing sun beats down from dawn until dusk, the feeling of spacious airiness is soothing to anyone with the slightest claustrophobic tendency, and, if the remote screen hampers vision under certain conditions (as, for example, during heavy rain at night) I certainly haven't noticed it.

The first "leg" of the return journey from Italy—Monza to Lausanne—was, relatively speaking, a fleabite: just a matter of 200 miles, again with two people and their luggage aboard. We were, however, considerably slowed by dense fog on the Simplon. The Zephyr, I found, is easier to keep on the road under conditions of negative visibility than almost any car I have driven, thanks mainly to the shortness of the bonnet and its pronounced fall-away towards the front.

The following day we rationed ourselves to a mere seven hours of motoring, leaving Lausanne at 2.45 p.m. and reaching Rheims, roughly 285 miles away, at 9.45 in the

evening. But this seven hours wasn't *all* motoring; there were, of course, refreshment stops, together with a prolonged outspan (85 minutes all told) in Besançon for the purpose of turning travellers' cheques into negotiable money.

The third and last stage, Rheims to Calais, during which I kept my throttle foot flat on the floor for just as long as straight or straightish stretches of road presented themselves, was devoured in three and a quarter hours; and that included several miles of vilely rough and twisty roads for which the approaches to Calais are notorious. Over these sections the car maintained a phenomenally even keel; we knew, because our ears told us, that down below and out of sight the rear axle and the independently sprung front wheels were plunging up and down at crazy frequencies, but scarcely a jolt transmitted itself to the occupants. Of fore-and-aft pitch, too, there was virtually none.

Finally, as Calais docks hove into view, how grateful was the prospect of once again casting our cares and burdens on to the ample shoulders of the Townsend Ferry organization, for whose services we had had such good reason to be glad during the ill-starred outward crossing. As usual, this confidence was more than justified in the event, Townsends seeming to excel themselves in courteous efficiency.

The Zephyr, to sum up my impressions, is a truly outstanding car in almost every respect. It corners like a racing car—better than some racing cars, in fact. Where road conditions permit, you can make maximum speed and cruising speed synonymous, and it takes this sort of medicine indefinitely. Even after hours of flat-out driving, the engine dies instantly the ignition is switched off, with never a trace of that infuriating running-on which mars some cars of three times the Ford's price. FCT 17 has never once failed to respond to the first touch of the starter. The space in the luggage locker is immense. The interior appointments are well planned and all of them are nicely finished.

The brakes on my car, although of great power and ideally smooth when fully up to the mark, have intermittently suffered a limited loss of efficiency caused by leakage past the oil seals. Apart from that, and the fact that a just perceptible vibration is prone to creep in—although it doesn't always do so—at around an indicated 65 m.p.h., I have no criticisms whatever.



SIX-CYLINDER BLACK MARIA

SIXTEEN - YEAR - OLD M.C. MAGNA
IN THE SERVICE OF THE IRISH PRESS



Bodywork of this F-type Magna is reminiscent of the J-type.

ONCE upon a time I thought I was the proud owner of a *rara avis* in these days—an F-type M.G. Magna. Now, having read a certain book on the breed, I'm not certain that the car is an F at all—or that I should even be proud.

Most of the engine is F-type—six cylinders of 57 mm bore and 83 mm stroke, o.h.c. and twin carburetors—but the body, with its slab tank, scuttles, full-width fascia, cycle type non-swivelling front mudguards (a misnomer if ever there was one) smacks more of the J-type. The 12in brake drums also belong to a later period and the Scintilla Vertex magneto might have been installed any time between its manufacture in 1932 and 1948 when Black Maria became mine.

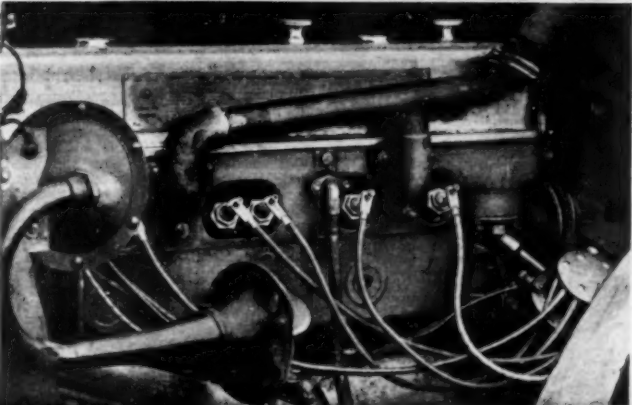
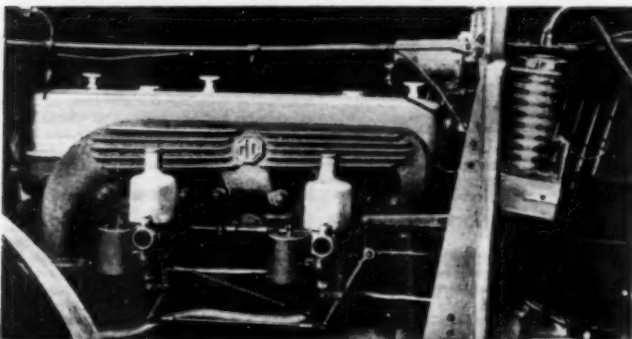
Further, there is the little matter of the valve timing. Once, when the engine was down for overhaul, an attempt was made to set the valve timing according to the manual of the Magna 12-70 (I borrowed one and photographed it in its entirety). Setting it by the book of words, that is, inlet opening 9 deg after t.d.c., just would not work, and when an enterprising genius set it to open at t.d.c. everything clicked. This is the timing of the M 12-12 type and when the engine was fully assembled the genius' handiwork was confirmed by the data engraved on the rocker casing.

That is getting ahead of the story. Forgetting a part-share in a Ford Eight in pre-war days, my first car was a 1932

Austin Seven two-seater tourer. With a tenth of an inch skimmed off the head it was game for something near 60 m.p.h., if one took the average between maximum and minimum waggles of the speedometer needle. It was with this car that I achieved fame by cycling through a city with the engine held on the carrier of the bike with a piece of string.

I tired of the Austin, for it was temperamental and fatiguing on a long run, and fell in love with Black Maria at first sight, though her windscreen was cracked, the sidescreen was broken and the seats were rather crude affairs with uncovered rubber cushions. Her lady owner was the thirteenth to possess YY 8243 and I fancy somebody wrapped the car around a wall or tree at some stage, judging by welds in the chassis found later in the game.

On the left of the engine are twin S.U. carburetors. The device on the scuttle is the screen spray. On the right side, well forward, is a Scintilla magneto.



Rapid Sorties

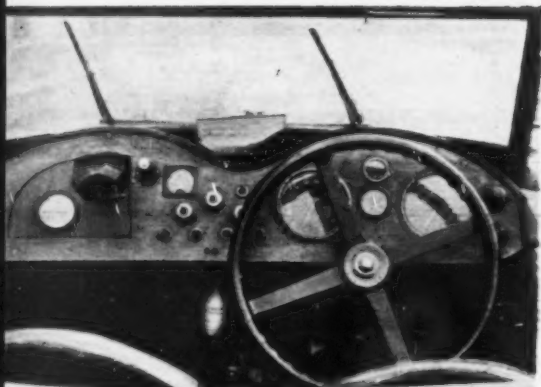
Being a newspaper reporter who has to travel long distances in a hurry and get back to base even faster upon occasion, Black Maria suited me perfectly. I was not then, and still am not, interested in trials. I can give an eighteen-year-old car all the punishment it wants to take—and more—travelling some 1,200 miles a month over all sorts of roads and tracks in the province of Munster, Ireland.

If I am not preaching to the converted, may I say there is no joy equal to driving an open car which has more than a touch of performance under a long bonnet? Even hanging out of a sailing dinghy in a stiff breeze on a sunny day pales before some of the fun I have had with her ladyship.

Muddy roads change joy into misery. Believe me, those cycle-type mudguards were utterly useless under these conditions as there was a constant stream of this mud from the tops of the wheels direct on to the windscreen. Gruelling experiences of driving through the slush of thawed snow made me fit aluminium valances inside the front mudguards, but since not even these stopped the mud-slinging, I had to go further. With a rubber bulb, an aluminium hot-water bottle, a bicycle tube valve, lots of rubber tubing and other bits and pieces, I devised a Heath Robinson-ish windscreen spray. Used with the wipers, it is quite effective.

The weather in Southern Ireland is more than somewhat moist and for a while the muggier than usual days made starting uncertain. The trouble was eventually tracked down to a condenser buried

TALKING OF SPORTS CARS . . . continued



There are nine switches on the fascia, one not in use. A new layout is to incorporate a vacuum gauge.

sloved them, and locked hubs, sleeves and shafts together. Nowadays, my wobbles in the back are caused by the wheels and not by my "semi-fixed fully floating half-shafts."

There were other troubles, loads of 'em. One was the petrol tank, which showed the misery of its aged metal by weeping. Solder one leak and another developed on the other side. That tank was always a leak ahead of me. Eventually I junked it and got another made. Quite expensive, too.

After the so-called mudguards and the narrowness of the car (3ft 6in track), my major grouse about the design and layout is the location of the battery. Admittedly squeezing the battery into a recess in the petrol tank, below and behind the axle banjo, keeps it away from engine heat, but it puts it in a good position to collect road dirt and makes it difficult to service. The easiest way to get at it is to remove the petrol tank altogether.

Transitory Glory

For a brief while, Black Maria looked exceedingly smart, fitted with all-Perspex sidecreens with no canvas or metal frames. They were curved inwards in front to follow the lines of the scuttles behind the windscreen, and small T-brackets held them in position on the doors. I never drive with a sidescreen on the right side, so the lack of a flap did not matter. They lasted a month. A person or persons unknown tried one to see if it would break. It did. He or she obligingly threw the remains into the car. Sadly I re-canvased the old frames and inserted the Perspex. That experiment cost at least £7, and I considered myself lucky to have enough of the unbroken plastic sheet remaining to avoid reverting to celluloid.

There have been a lot of other troubles—a door pillar that detached itself from the chassis and was found to be held more or less by the internal Resine covering . . . a periodic and long inexplicable blowing of fuses in the charging circuit, eventually traced to a heat-generating loose connection at the back of the fuse box . . . breaking valve springs . . . binding brakes . . . a petrol pump that wouldn't . . . a windscreen frame that developed curves and tried to make the glass follow them, with dire results . . . a short circuit that blew every bulb aboard twenty miles from home on a dark night . . . the alarming downward sweep of the oil pressure gauge needle on right-hand corners (owing to surge in the sump) . . . the radiator mounting bracket which has broken twice already . . . oil leakage from the overhang of the head to the coupling on top of the dynamo to give even distribution of splatters over 360 degrees . . . an invisible-to-the-naked-eye crack and short circuit in the Scintilla distributor cap . . . all these have been encountered and cured.

Currently, the fascia board is being redesigned. It is already an impressive affair with its black-faced 4in speedometer and rev counter, oil pressure gauge, thermometer, ammeter, dash light and eight switches. There are nine switches really, but the ninth is idle at the moment. A vacuum gauge, purchased in a weak moment, will go in the new layout.

Finally, to answer the inevitable question, why Black Maria? Don't you know where Black Marias land their passengers?

T. G. BARKER.

deep in the bowels of the Scintilla. Since this was replaced, YY 8243 has fired at the first touch of the starter. The Scintilla gives off a very fat spark, as the wedge-shaped electrodes of the K.L.G. ML 60s testify after about 6,000 miles.

On the road, Black Maria, after eighteen years, is capable of giving the lie to the assertion that the performance of the sports car of yesterday is the performance of the family saloon of today. I do not claim that it justifies a 12 h.p. rating by sports car standards or that it will hold some modern cars of greater or equivalent capacity (1,271 c.c.) on long straights, but Ireland does not abound in long straights and if Black Maria is passed by something in chromium, we continue the even tenor of our way knowing that not too far ahead there is a nice twisty bit.

Performance Figures

It is surprising how soon the rear of the gentleman who flashed by comes into sight again. We wait behind until we see the whites of his eyes (stop lights coming on) going into a corner, stamp on the loud pedal, snatch the gear knob back to third (a lovely change in this crash box), and tail him around the corner; we then ensure that the next bit of straight is clear, put the right foot down hard, glance in the mirror to see a startled face behind a bay window, and change into top at 45-50 m.p.h. and off again.

The most pleasing performance feature lies not in top speed (about 67 m.p.h.) but in the ability to maintain a fairly high average without driving excessively fast. I have in mind a Dublin to Cork run, a matter of 160 miles, in exactly four hours. Purposely I kept engine revs on the open road at 2,500 to 2,700 which (making allowance for 5.00 x 19in tyres on the back wheels) gives a maximum road speed of 48 m.p.h. There are seven major towns and about three times as many villages on the stretch and all have to be, and actually were, taken with due consideration.

In an unofficial hill-climb test with a new TC as opponent, Black Maria got away faster—possibly owing to her six cylinders—but was not quite as fast on the stiff section of the hill. In the last of three runs it was two-fifths of a second slower.

Petrol consumption depends entirely upon how one drives. With easy acceleration and long runs, it can go as low as 35 m.p.g. I generally reckon on getting 25 to 28, but bad roads necessitating intermediate gears—the Hartford shock absorbers are set up hard—or persistent stamping on the pedal, put consumption back in the low twenties. When estimating monthly petrol consumption I

have to take into consideration that the oversize tyres give an error of 6 per cent on the pessimistic side of the mileometer.

The twelfth owner of this car rebored to 0.040in oversize. When I had done some 13,000 miles—I have not the foggiest idea how much the thirteenth owner ran up on the counter—some bearings began to rattle, oil pressure dropped to 30lb after ten minutes' running, and oil consumption was on the high side although compression was not bad.

The job had to be done in a hurry, so I decided to make use of a spare block and crankshaft included in the miscellaneous bits and pieces that came with the car. I wish I had not!

A few of the bores of the block were measured and found to be 0.020in oversize on 57mm. I could not get the original tin of piston in which the gudgeon pin rotates in the boss, the pin being held by a bolt in the small end of the rod. This meant that I had to get both new pistons and con rods—and that set me back a bit. The next calamity was that the new oversize pistons fell through one of the unmeasured cylinders, it being already forty thou. (plus!) oversize. That one had to be sleeved.

In the middle of the operations the crankshaft, which was slightly ovoid in the wrong places, showed a list in the middle and had to be straightened out. Additionally, its chewed-up threads had to be welded up and recut. With 7,000 miles covered since this rebore and re-metal, oil pressure remains at 80lb.

For the sake of brevity I'll skip what had to be done to the body at the same time, but let me give an instance of what can and did happen early in the proceedings.

The Magna is fitted with floating half-shafts. I had not had it very long when first one rear-wheel and then the other began to drift, indicating a necessity for new hubs and shafts. I ordered and eventually obtained a left-side hub and shaft, right-side hubs (which have a right-hand thread for the wheel cap) being unobtainable from the usual sources. Trying to fit the new bits was all in vain, since the shaft was two inches too long! Returning it to England necessitated getting an export permit here in Ireland, spending three-quarters of an hour procuring and filling up forms in triplicate, and then sitting back while the English suppliers sought an import licence to get it out of the British customs. The whole performance, from ordering to fitting, took about two months—and the thing was as bad as ever two months later.

A friend who had similar trouble with a Riley put me in touch with an engineer—and I mean engineer—who removed the internal splines from both hubs,



MICRO MAGIC

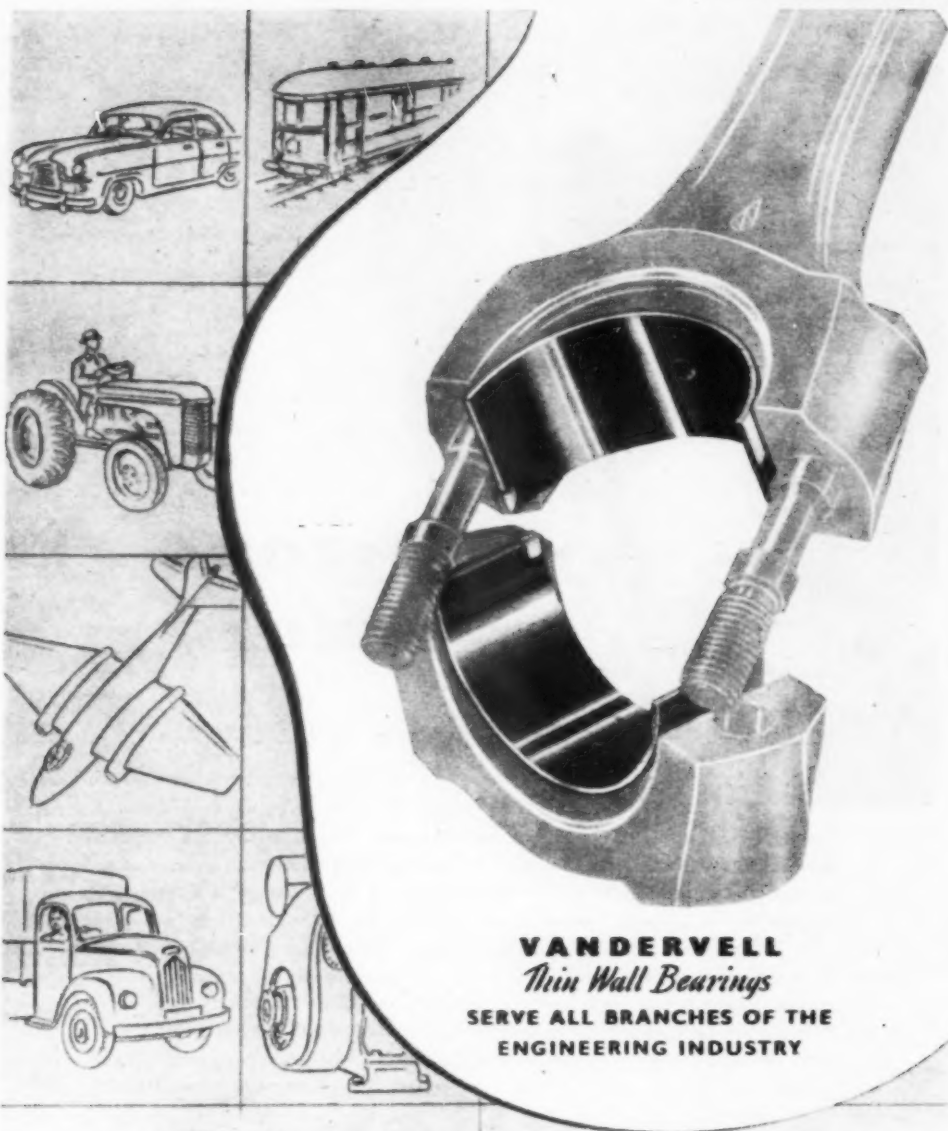
—and tyre mileage

Imagine a sixpence so enlarged that it would take ten minutes to walk across it, and you will have some idea of the strength of the Dunlop Research Centre's electron microscope. To appreciate the true significance of this tremendous power of magnification—up to 100,000 times—in investigating tyre life (or mileage) it is first necessary to remember that the compound from which tyres are made includes not only rubber but reinforcing particles of carbon black. These particles, which by their size and shape determine wear-resistance, are so minute that they can be seen only under this giant instrument.

The Dunlop Company's electron microscope, the first in this country to be used exclusively for rubber research, is therefore of importance to millions of road users. But it represents only one aspect of the work undertaken within the Research Centre's 50 laboratories. No branch of science is neglected, no skill remains unused, in the unending task of perfecting still better products and production methods.



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It is autumn and leaves carpet the ground, but the sun still shines mildly—Stony Middleton, Derbyshire.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

POINTLESS CRITICISM

Cars Have Improved

[63759].—As an interested reader of *The Autocar* for some years, I feel I must show my appreciation of a fine journal by writing to you.

I have always followed the Correspondence columns with special interest; it seems hard to understand why some of your readers still insist on belittling the modern car and manufacturer in silly criticisms. If, as it would appear, they still prefer their 1921 model to the 1951 model, why bother to tell the whole world?

Fortunately, the huge majority of owners all over the world have modern ideas and so have the majority of manufacturers. I would suggest, therefore, to the disgruntled few, that they change their ideas and try to live in the present with an optimistic eye to the future.

As you will readily understand, American cars are extremely hard to procure out here; consequently, English cars have it more or less their own way. It is to be hoped that manufacturers realize that the market will not always be restricted as it is today. If the dollar position should ease, as it is bound to do some time in the future, the English manufacturer will then find serious competition from the American car. Whilst England controls, and, I think, always will control, the light car market, it must be realized that she still has nothing to compare with the big American car in price and performance, and, I repeat, particularly in price.

At the present time, I have a 1951 model English car of about 18 h.p., and in its class it is outstanding for performance, my only complaint being that it has a four-cylinder engine. I would suggest that if it had six cylinders and about 21-25 h.p., with

more room in the locker, at no additional cost, it would be ideally suited for Australia and the manufacturers would then be in a position to compete with the big American car.

It should be realized that when covering long distances, which happens out here more often than not, a six-cylinder car seems to be more effortless than a four-cylinder; consequently, the difference in fatigue at the end of a journey is very noticeable.

May I once again express my appreciation of *The Autocar*, with a special handshake to all members of your staff?

Adelaide, South Australia.

M. A. SCHUBERT.

LIGHT INDICATORS

Not as Useful as a Gauge

[63760].—I share very fervently your correspondent Mr. Bernard Coulter's abhorrence [63723] of the practice of substituting a coloured light for the oil pressure gauge in modern cars.

My car, bought four months ago under the visitor's export scheme, has the double disadvantage of having neither oil-pressure gauge nor ammeter.

After five hundred miles of touring I found myself with a completely flat battery. A slack dynamo belt was responsible. The output was not great enough to charge the battery but it was sufficient to fade out the warning light, giving the illusion that all was well.

I have talked to other car owners and to mechanics from Land's End to John o' Groats and have found none with a good word to say for the tell-tale lights system.

London, E.C.4.

L. G. USHER.

ROAD SAFETY

Crossing the Dual Carriageway

[63761].—Mr. F. E. Watkin in his letter [63689] touches upon a question which I cannot recollect seeing discussed in any motoring journal. What is the correct procedure for a motorist who desires to cross from one "way" of a busy dual carriageway to the other? I have been embarrassed by this problem both as overtaker and overtaken on more than one occasion.

The motorist desiring to cross must clearly come practically to a halt in order to negotiate the access way between the dual roads. If he does this on his left side he must wait, sometimes a long time, to cross the fast-moving traffic overtaking him. If

CORRESPONDENCE

continued

he is tempted by this experience to slow down next time on his right side he will be in the way of the faster-moving traffic which, on a busy arterial road, tends to occupy that side. The average motorist speeding down the right side will be quite used to seeing slower or stopped vehicles on the left side but he can have quite a shock when he realizes that the car ahead on the right side has practically stopped and he must overtake it on its left side (if he can). The difficulty is even greater at night when one has to assess whether the rear light of the car ahead is moving or not.

After finding myself in that predicament I have no doubt in my own mind that it is better to pull up on the left side and wait for an opportunity to cross, but I have seen so many motorists adopt the other course that I feel the subject ought to be ventilated as part of the campaign to secure greater road safety.

Cardiff.

F. W.

SMALL CARS

A Plea for Really Inexpensive Transport

[63762].—The new Austin Seven has been a great disappointment to me, especially when it is realized that the price in Britain is over £300.

What is very hard to understand is why the car was called the Austin Seven when it is an Eight? In 1946 we had an Austin Eight, but they did not call that the Seven. For goodness sake, let's have something that is put on the market in recognition of the fact that transport is a necessity, not a luxury, and that a car does not have to be streamlined to be a commercial proposition.

GORDON R. MELLOR.

Wilmslow, Cheshire.

DRIVING TESTS

A Help in Study for the Examination

[63763].—I feel I must express my thanks to you for the help my wife derived from your booklet, *Guide for the L. Driver*. With the information from this book and the Highway Code and instruction from a friend of mine she passed her test first time after a period of ten weeks.

To me, and as your book so aptly states, "a driving test is not a light-hearted joke but a serious examination for which a certain amount of study is necessary." If only more L. drivers would realize this, the bogey that has arisen about "tests" would be overcome. Again, many thanks for your help.

A. K. CROOK.

Wellingborough, Northamptonshire.

ROAD SAFETY

Suggestions for Reducing Accidents

[63764].—Whilst the daily toll of road accidents continues at its alarming rate, few practical steps are apparent to reduce the heavy wastage that is caused and rival sections of the community do little other than to suggest further restrictions and penalties for each other.

It is not disputed that the basic cause is the inadequacy of the majority of our roads for the volume and type of traffic which has to be carried, together with a lack of appreciation on the part of very many road users of the consequent dangers which are involved. It is an odd fact that a person using a remote railway crossing where trains pass only occasionally, generally makes quite certain that the track is clear, but the same individual will quite often step into a roadway where traffic is constantly passing with little attempt to see that the road is clear.

As far as pedestrians are concerned, the use of crossings in certain areas of heavy traffic should, I think, be compulsory, and an extension of the powers of the police to reprimand any road user for committing a dangerous act would be helpful. I appreciate that the police force is already overburdened, but it is still regarded with very considerable respect.

The progress made in the development of the motor vehicle has produced a class of driver with little knowledge of the real capabilities of his machine. I would suggest an extension of the present driving tests to include two classes—a primary class, as at present, and a speed limitation of 30 m.p.h., and a secondary class with a speed limitation of 40 m.p.h., the test for this class covering a more intensive knowledge of the internal combustion engine and motor vehicle design.

Finally, as to propaganda. Use should be made of the B.B.C. and I would suggest a campaign with announcements at the end

of every news broadcast either in the form of a catch-phrase or some reference to accident figures. It may be argued that such a method would soon lose its effect, but I feel that its continued use would implant in the minds of road users the necessity for greater care.

Chichester, Sussex.

J. K. STUBBS.

ORDERING CARS

A Central System

[63765].—I feel that a simple system could be devised whereby the orders for new cars could go through the S.M.M.T.

The one next on the list could then order the make of car he required, with the certainty of getting a specified model at the current price.

As matters stand, orders are often placed with several firms, for different makes of cars, by one individual, in the hope of one of the makes ordered proving acceptable at the time of delivery in the distant future.

Pinner, Middlesex.

R. J. MICHEL.

Plea for Improvement

[63766].—May I endorse the views of Mr. Bernard Humphreys [63720] on new cars for "immediate delivery?" There must be thousands of 1949 and 1950 models, with less than 10,000 miles on the speedometer, languishing in showrooms. No doubt their previous owners have taken delivery of another new car, whilst order books are filled with the names of motorists who are valiantly keeping pre-war cars on the road and waiting their turn.

You report the S.M.M.T. president as saying, "We are doing, and will continue to do, everything in our power to see that the British home motorist gets the best possible consideration." Surely, much more consideration should be given to the allocation of new cars.

Mirfield, Yorkshire.

S. WALKER.

LIGHTING IN FOG

Lamps That do Not Assist

[63767].—Being resident in an area where there are frequent thick day-time fogs, I have noticed a tendency for motorists to switch on side and tail lamps and then, apparently relying on the ability of other road users to see them, to drive at a speed incommensurate with safety.

It should be brought to the notice of all motorists that during thick day-time fog, side and tail lamps, especially the latter, make little contribution to better visibility and, indeed, the use of such lamps only gives the driver a false sense of security.

Common Room,

University of Nottingham.

TREVOR J. AUSTIN.

MISSING STATION WAGON

A Large Design Wanted

[63768].—When is a manufacturer going to realize that there is an enormous market for a well-designed station wagon in this and neighbouring countries?

Here, when one travels on business or on leave, a large amount of luggage and extras has to be carried, and the normal saloon type of car just cannot cope with it. The present type of station wagon offered by the British motor industry is far too small internally. The only alternative is to buy a secondhand American car, as new American cars are obtainable against a dollar permit only, and in any case are nearly always taken by the Government.

Nhara, N. Rhodesia.

T. D. JACK.

THE B.R.M.

Collegiate Support

[63769].—I have followed with interest the correspondence on the B.R.M. I am an ardent supporter of the *marque* and I shall continue to support the car.

I agree entirely with Mr. J. W. Byatt [63714] in his second point, but I am not in entire agreement with his first. I think that, besides there being a great deal of bad luck, one cannot expect a G.P. car, which has been tested on aerodromes, always to go properly on a road circuit, because the two are completely different. So one must expect a certain amount of mechanical



when roads are treacherous

There's always that element of fear when the wet roads turn to slippery greasiness . . . and fog threatens.

No driver can deny it—that extra tension of the muscles, that doubt . . .

But in this car you get greater confidence. The moment you take control you feel it—gratefully. There's just that extra precision and responsiveness. And in fog the Javelin is always mistress of the situation—a short bonnet and a fine view of the road usually put you at the head of the line.

When the roads are bad and you've got to get there, the Javelin is the car to drive. And when the roads are good,

and you want to keep her cruising at high speeds—there's that high-g geared steering again making it all fun driving far and fast, with the all-round torsion bar suspension straightening out the corners, cushioning the bumps.

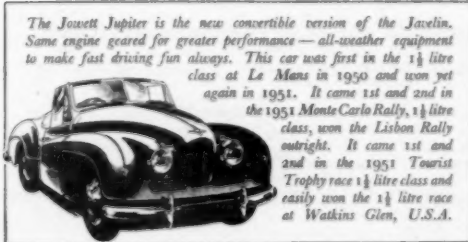
This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say "I'd rather go by Javelin!"

Top speed, electrically timed, 80 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. ("The Autocar" Road Test). Horizontally opposed flat-four 50 B.H.P. Engine.

1½ litre

JOWETT JAVELIN

take a good look when it passes you.



The Jowett Jupiter is the new convertible version of the Javelin. Same engine geared for greater performance—all-weather equipment to make fast driving fun always. This car was first in the 1½ litre class at Le Mans in 1950 and won yet again in 1951. It came 1st and 2nd in the 1951 Monte Carlo Rally, 1½ litre class, won the Lisbon Rally outright. It came 1st and 2nd in the 1951 Tourist Trophy race 1½ litre class and easily won the 1½ litre race at Watkins Glen, U.S.A.

Jowett Cars Limited, Idle, Bradford, Yorkshire





TERRY'S CAR ACCESSORIES

Terry's Ignition Tool is a handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6 each.



The "Terry" Valve Spring Lifter and Compressor. Reversible jaws have a parallel lift from 0 to 5 1/2 in. and lock at every point. Capable of 200 lb. pressure. 15/- each.



Battery Terminal Remover, strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each.



The condition of the valve springs has an important effect on petrol consumption. If they are tired, they can cause a serious loss of power. A new set of Terry's Valve Springs eliminates this wastage by enabling the valves to operate efficiently. It is essential however to specify Terry's. They are the best of all valve springs, especially in the long run.

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CORRESPONDENCE

continued

trouble, especially on a relatively untried car like the B.R.M. I am also in agreement with Mr. B. H. Wishaw [63719], for I am a member of the B.R.M.A. myself and I think Raymond Mays and Peter Berthon have done a great job to attempt to make a car for Formula 1, assisted by public subscription.

One must remember that the car has been "run in" on aerodrome circuits, which do not have any likeness to a road circuit, as far as I can make out. The aerodrome circuits are not nearly so long or so variable as road circuits.

I am very pleased to see that the B.R.M. Trust is making full use of the Monza track lent to it so kindly. M. V. ELLIOT.
Wellington College, Berkshire

COOLER REQUIRED

For a Special Design

[63770.] I wonder if any reader can assist me in my search for an oil cooler similar to that used by Mr. J. P. M. Reid and mentioned by him in his articles (June 8 and August 3)?

It will be recalled that he adapted the oil cooler from a Junkers 88 and found that it provided an efficient means of heat exchange in the car which he modified with such interesting results.

On this subject, I imagine a formula exists as to volume of water, cooling area, and so on. As a motorist who is too impatient to get in the queue, I would appreciate some information on the above, as I have started to build my own car. My present means of transport is beginning to look out of place in this modern world, which, after all, is not surprising, it being in its twenty-first year!

May I take this opportunity, on behalf of myself and the many others driving ancient vehicles, to thank *The Autocar* for keeping us up to date? A. B. RAMSAY-STEEL.

Handsworth, Birmingham.

BED-SITTERS

Need for This Type of Car

[63771.]—I hope the article about Mr. W. S. Weaver's "Morris Bed-Sitter" (July 20) will not pass unnoticed by the English body-builders.

Out here, travelling is a very different proposition from that at home; distances are greater and hotel accommodation is less. To quote an Australian map, a town consists of a population of 100 persons. A great deal of camping is done, and some second-hand cars are described as having a "camp body."

Also, may I answer Mr. G. Charman [63528] on the subject of vehicle inspection? Although agreeing with him in principle, in fact the inspection is a farce. I know of a popular English car imported here in 1936 which has to this day a dipping solenoid fitted to its left side head-lamp reflector, which, even if it was in working order, would not comply with the regulations regarding head-lamps in this country. May I also quote the case of a utility of about 1937 vintage which has no hand brake lever at all, the hole in the floorboard being covered by a piece of rubber matting? G. WESTON.

Walcho, New South Wales.

[Another ingenious bed-conversion—for a Hillman Minx—is described on page 1140.—Ed.]

FILTERING AND CHANGING

Diversity of Opinion

[63772.]—You Show Guide was, as usual, a most comprehensive survey of the 1952 models.

I find it surprising, however, that whilst manufacturers appear so anxious to follow each other in general design (steering column gear controls even on models where a child of twelve would be uncomfortable as a third passenger on the front seat on a longish run), yet in such a fundamental feature as oil filtration and the mileages at which they recommend that the engine oil should be drained there is the widest variation.

At first glance it would appear that full-flow filtration is chiefly employed on the more expensive cars, but the Morris Minor also employs this system, and the Rolls-Royce and Bentley are listed as using by-pass type filters.

The great majority of car manufacturers state that the engine oil should be drained every 2,000-2,500 miles, but R.R. and Bentley owners are advised to drain every 5,000 miles and the owners of the Ford Prefect every 7,000 miles.

These differences in design and maintenance appear to call for comment from engineers and oil technologists. W. D. PUGH.
Taplow, Buckinghamshire.

IGNITION

Flame Rate and Pinking

[63773.]—The theme of my letter [63688] of October 5 was to draw attention to the fact that the faster rate of burning of a weakened mixture can be a primary factor in pinking, while the upset to the ignition timing is usually incidental—not contributory to the onset of the abnormal cylinder condition.

The first paragraph of my letter questioned the wisdom of opening the throttle, and thus providing an opportunity for "ramming" air, under conditions which already suggest a deficiency of fuel. The second paragraph began, "Pinking is, in this instance, caused by the resultant faster burning, perhaps detonation, of a drastically weakened mixture."

Anxiety to avoid introducing involved problems of fuel and engine design led to over-emphasis and ambiguity, and I expected to be challenged for unwittingly implying that the faster burning of a weakened mixture is the sole cause of pinking.

Chepstow, Monmouthshire.

PETER FRASER.

What Ricardo Said

[63774.]—I feel that I must disagree with Mr. L. W. E. Hartley [63730] when he says that Ricardo and other eminent authorities are not of the opinion that a weak mixture burns more slowly than a chemically correct one.

Ricardo says in *The High Speed Internal Combustion Engine*, Chapter II, Detonation: "Unfortunately, incomplete and delayed combustion becomes apparent as soon as the mixture strength is reduced by more than about 15 per cent below that giving completed combustion."

Dusley, Gloucestershire.

F. F. SMITH, B.Sc.

IMPORTED CARS

Limited Number Available Without Restriction

[63775.]—In our opinion the information given on page 1262 of your issue of October 19, under the heading "Foreign Car Availability," is misleading.

Cars imported for exhibition at Earls Court may be sold to anyone who chooses to buy, whether the purchaser has priority, is able to pay in dollars, or not. On account of the dire necessity of this country to obtain dollars, preference would be given to dollar purchasers, but there is no stipulation—nor is it correct to say—that import duties and purchase tax are payable by ultimate purchasers, since those taxes are paid by the importer.

Upon reading your article "Summing Up the Show," in your issue of October 26, it is quite clear that you, too, now see the great difficulties which are created by the authorities who, in close association with the Society of Motor Manufacturers and Traders, leave no stone unturned to create every possible obstacle for the Continental car importer.

It may well be that a little healthy competition would do more good than harm to the industry in this country generally.

Finally, may we in addition point out that the reference to Delahaye and Delage cars in your Buyers' Guide booklet as not being available for purchase in the United Kingdom is also misleading and is, in fact, quite incorrect?

London, W.1.

ALAN SELBORNE,
Selborne (Mayfair), Ltd.

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"THE AUTOCAR" READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from the e of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Worn Camshaft in Old Car

Having fitted a replacement engine in my 1935 10 h.p. Crossley I find it has no power and overheats. On checking the valve clearances a decided variation was found, the overlap varying from 6 deg to 20 deg between cylinders. The concentric positions of the cams also vary by 0.006 in or more, necessitating 0.012 on the lowest points to maintain the recommended 0.006 all round. The camshaft has been checked and error in concentricity varies as much as 0.010. This difference is sufficient to account for the 14 deg variation in valve timing. So far as is possible this has been balanced either side of i.d.c.

I.O.M.

L. A. R.

IT seems that the camshaft of your engine is in a very unsatisfactory state and it is doubtful whether you will be able to obtain a satisfactory performance without substituting a new or properly reconditioned camshaft. The overheating trouble may be caused by the valve timing inaccuracies, but it would, of course, be aggravated on a car of this age by excessive scale deposits in the water jackets and radiator, which may need to be cleared out with one of the special preparations sold for the purpose.

Electric Clock

On my recently purchased second-hand Singer the electric clock is incorporated in the speedometer. Every time I switch off the engine the clock stops. I cannot find the reason and would like your comments.

Newcastle-upon-Tyne.

J. H.

IT seems likely that the previous owner has wired the clock through the ignition switch instead of direct to the battery or to the terminal on the ammeter which is connected to the battery.

Agreed Value Clause

My car was comprehensively insured from 1937 for sums varying from £650 to £275 and, since the war, for £700. When at this figure an accident "wrote it off." I was offered £375 in settlement, which, said the insurance company, was the market value. My complaint is that I have been paying a premium for a £700 value and, although the company now offers me £450, I am not happy about it.

Newcastle-upon-Tyne.

H. C.

THIS is a tricky point and the exact terms of the policy are vital. The agreed value clause is seldom incorporated these days, because prices fluctuate so rapidly. If such a clause is included, of course, the insurance company should pay

accordingly. The usual clause is that the company pays the market value up to a ceiling figure which is the insured's declared value. (Everyone should remember to adjust this figure if the value of the car goes up.) Your £700 is presumably your declared value in a clause of this sort, and the company is offering you the market value. You should bear in mind that the extra premium for the £700 is very small indeed and that it would be impossible for the insurance companies to be constantly keeping values up to date.

The crux of the problem is replacement. No question arises of making a profit and you should refuse the company's offer only if you consider that it is below the market value of your car.

Oiled Plugs

My TC M.G. has been oiled up one plug. All usual causes have been checked, including broken rings and worn valve guides. Have you any further suggestion?

Cardiff.

J. R. J.

IT may be that the synthetic oil seal under a valve stem cap is not effective in preventing oil splashed on to the cap from running down the stem. Sealing compound may be used for this on reassembly. If the car is mildly driven with town work in the majority a change to softer plugs may be worthwhile.

Door Accidents

Recently when I got into my car, while I was twisting round to move the passenger seat, I accidentally pushed open the driver's side door. This caused a cyclist to swerve, and he had to swerve again to miss someone else. He fell off the cycle which was then damaged by a passing lorry. I have since been summoned to appear in court, and I would like to have your comments.

Birmingham, 25.

H. B.

YOU may well have committed an offence within the meaning of Section 78 of the Highways Act, 1935, which reads, "... or if any person shall in any manner ... or by negligence or misbehaviour prevent, hinder or interrupt the free passage of any person on the highway, shall, in addition to a civil action ... forfeit a sum not exceeding £5 ..." Your action certainly seems to have interrupted the free passage of the cyclist.

From this it is seen that you may be summoned under Section 78 and be compelled to make good, personally or through your insurance company, any damage or loss the cyclist has suffered.

Rich for Running-in

I have recently had my engine reconditioned and now find that when I adjust the carburettor needle for even running the car will often start from cold without the use of the mixture enriching control. What is the reason?

Newcastle-upon-Tyne.

J. B.

YOUR experiences suggest that you are having to use an abnormally rich idling setting, which may be reflected in excessive petrol consumption. When the engine is run-in you may be able to weaken the mixture, in which case normal use of the starting control will have to be made when starting from cold.

U.K. v. U.S.

Why does the average good British car hold the road and corner better than the equivalent American? What modifications are necessary to an American car of average type to enable it to corner as well as a good British car?

W. A. M. M.

Johannesburg, South Africa.

BRITISH cars have a stiffer suspension. The answer, therefore, is to stiffen up the U.S. suspension. Of course, it is not quite as simple as this. Things such as weight distribution, position of the centre of gravity, tyre size and the roll centre of the car must also be taken into account.

On Sale

Would you please put me right about the procedure to adopt when a car is sold? I have in mind the information which should be given to the licensing authority.

London, W.11.

J. R. B.

THE procedure is quite simple. The registration book should be delivered to the new owner and, immediately after the sale, notification must be given in writing to the licensing authority. This must include the registration number, make and class of the vehicle, and the name and address of the new owner.

Axle Whine

I have lostered the chassis of my 1935 Austin Seven by having the rear springs flattened. I did this when I got the car but it may be the reason why the back axle makes a lot of noise. I replaced the crown wheel and pinion, which wore again in a very short time. Different types of lubricants do not help and the oil leaks out through the torque tube.

Newbury, Berkshire.

I. C.

THERE does not seem to be any essential connection between the flattening of your rear springs and the trouble you are having with the final drive. These axles were often somewhat noisy even when in correct adjustment, and this in itself is not necessarily an indication that alterations are needed to the crown wheel or pinion settings. We suggest you have the axle rebuilt with new oil seals and get the mesh of crown wheel and pinion correctly adjusted by checking with blue marking on the teeth before you attempt to run it. Then refill with the correct grade of gear oil, again giving the axle a fair chance to settle down.

THIS SIGN SHOWS HOW

to go farther on every gallon

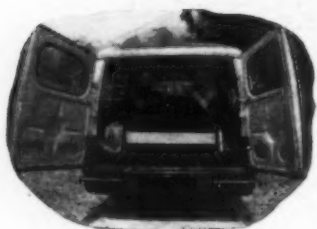
To-day's high price of petrol calls for strictest economy. Solex Carburetors can ensure this on all makes of car, and improve the performance, too. For Solex owners, our *newest designs* are available at low cost through the medium of our Reconditioned Carburettor Service. Write for our pamphlet, "Your Carburettor," and a full list of Solex Service Stations.



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The NEW COWLEY ESTATE CAR



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Notice the
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and roomy
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It's a clever Utilecon conversion of the famous 10-cwt. "Cowley" all-steel van, and is fully sponsored by Morris Motors Ltd.

Comfort, adaptability and unusual roominess are the outstanding features of this model. The well-sprung seats are upholstered in "Everflex" the new washable, hard-wearing material with the characteristics of leather.

In front, two separate bucket seats or a single bench seat as an alternative. Behind, is a full width bench seat for three, with ample space at the rear for luggage. This seat folds flat, or can slide out through the rear door, when full floor space is required for goods.

The UTILECON is also made on Austin, Bedford and Ford 5 and 10 cwt. chassis. UTILECON Ambulances, Fire Tenders and UTILABUS Versions are also available. Full particulars may be obtained from the respective Dealers or direct from the UTILECON Designers.

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UNUSUAL PROBLEMS

SOLVED WITH **Bostik**

CASE 2



GENUINE skeletons for use in medical schools, being scarce and expensive, plastic skeletons are now being manufactured. An early manufacturing difficulty was to find an adhesive that would join the various plastic parts. The problem was solved with special grades of Bostik adhesive. This out-of-the-ordinary example of Bostik's application to industrial needs may remind you that in your business, there might be a definite use for one or more of the scientifically tested products in the Bostik range of adhesives and sealing compounds. Write to B. B. Chemical Company Ltd., Ulverscroft Road, Leicester, with brief details of your industrial adhesive problem.

There might well be a use for

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ONCE MORE THE "BRIGHTON"

BIGGEST EVER ENTRY FOR VETERAN RUN

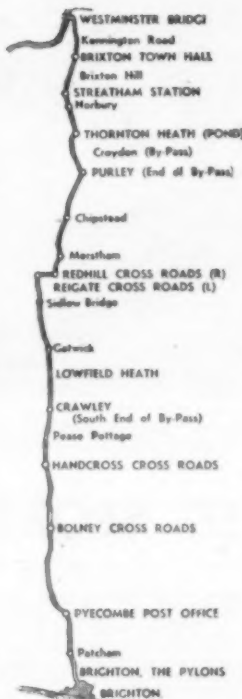
ON Sunday, November 18, at half-past eight in the forenoon, the first of a long line of veteran cars will leave the Magazine in Hyde Park on its slow and painful pilgrim's progress to Brighton. This will be the most spectacular example yet of the famous Veteran Car Run, organized by the Royal Automobile Club in conjunction with the Veteran Car Club of Great Britain to commemorate the original run of 1896, as the amazing entry of 166 cars has been received, each one built not later than December 31, 1904.

Where the supply of fresh entrants comes from, year after year, remains a mystery; but every time the run takes place there are new names in the entry list, of both drivers and cars, and each year the enthusiasm for this famous event continues to increase. Car after car has a chequered history attached to it; many have almost rusted away, often in use as hen-houses or something equally degrading, before being discovered and saved by some enthusiasts who, with loving care and the expenditure of a great deal of time and often no little money, have restored them to their pristine glory in order to be able to take part in events

similar to this, which grow in number year after year.

The time-honoured route for the run is illustrated herewith; the first competitor will reach Thornton Heath at approximately 9 a.m., Redhill at 9.40, Crawley at 10.15, Bolney Cross-roads at 10.40, Pyecombe at 11.00, and the finish on the Madeira Drive at Brighton at 11.20—even more approximately. The procession at the start will take an hour to pass any given point, and will spread out during the run; the last competitor is not due in Brighton until 1.15 p.m., and some of those unfortunates who have experienced trouble will no doubt be considerably later in arriving.

One point should be emphasized to intending spectators; most, if not all, of the competing cars are difficult to control and their braking systems are rudimentary. It is incumbent on any driver of a modern car to give way, and with good grace, to the gallant veterans on every possible occasion, to inconvenience their passage as little as possible, and above all not to brake hard in front of any of them. Spectators are welcome—but preferably not in cars travelling with the competitors.



Anniversary Rally

SCOTTISH SPORTING C.C.'s VARIED EVENT

SIXTY-EIGHT entrants for the Scottish Sporting Car Club's Anniversary Rally on Saturday, November 3, started immediately with a driving test in the grounds of the Autoport Garage at Milngavie. They ran down a fairly steep slope, turned round a tree stump in a small courtyard and came zooming back up the slope to straddle a marked line.

Variety was the keynote. Family saloons followed Healey Silverstones, Vintage Bentleys trooped behind spanking new Bristols and, of course, M.G. TDs made rude noises at sedate M.G. saloons. R. M. Menzies' small Morris whipped away the marker bins and Gordon M. Noble's large and opulent Vauxhall did the very same thing.

The nearest trick of the day came from Agnes Balfour in an M.G. saloon. She drove sedately downhill, cut her corners keen and then flogged those horses uphill as if Fangio were after her and turned in a crafty 25 sec. W. K. Elliot, in an immaculate Bristol, tried to bounce off the tyres against the garage walls.

This test was followed by a wee bit of motoring up into Stirlingshire with ample time allowance, but Trials Secretary "Tam" Watson (with that peculiar genius of the genuine Secretary Bird) had conceived a cunning farm gate test that involved smart shunting between a ditch and a high bank to get out after meandering into the deviously wide entrance.

J. N. L. Harrison ditched his Riley and took 3 min 3.5 sec and G. D. W. Organ (M.G.), with F. A. Mickel in a Ford, also did a bit of slithering on the edge of the ditch; it took both of them over a minute and a half to get out. Peter Goodall, in

the trusty Dellow that he can spin on a sixpence, was quite the f.t.d. and there was just no one to touch his 16.9 sec.

About half a mile later came a steep hill with a forward and reverse test. Rutted tracks that grew greasy added fun and games and Mrs. I. G. Wilson forgot how to reverse, for she hasn't come back up that hill yet. Kilted veteran A. E. H. MacGregor-Whitton and his passenger spent some time tucking their kilts tidily below their huddies before getting away, but even the national garb was no guarantee against bad luck, for the gallant Major just missed getting over the line in his reverse and his series of short reverses to do so shot his total time 'way up into the 53 sec and over. The best performance came from W. K. Elliot (Bristol) with a classic bit of reversing that took only 26.5 sec.

From this third test a wandering route through Balfour to Drymen finished the day and everyone thoroughly enjoyed the outing.

Chairman's Gun to Winner: Anniversary Plaque to all competitors—J. P. M. Goodall (Dellow) marks lost 70.6; D. J. B. Clark (M.G.), marks lost 75.3; S. R. M. Anderson (Morris), marks lost 75.7.

Rally in Progress

TWO days ago, on the morning of Wednesday, November 7, the 450 competitors in the Daily Express National Motor Rally set out from their eight starting points on the long journey all round the British Isles en route for the finishing point at Hastings. Yesterday morning all the routes converged at Penrith, and thence all competitors followed a common route to the finish,

which, including as it did the night run over the Welsh mountain section, was expected to be the crucial part of the road section as a whole.

This route, from Penrith onward, included Kendal, Chester, Llanfihangel-Glyn-Myr, Bwch-y-Groes, Llanwddyn, Knighton, Ross-on-Wye, thence passing through Winchester and on to the finish at Hastings. All this morning and afternoon the competitors will be arriving at the finish, there to undertake various special tests before thankfully depositing their cars in the official park and seeking a bath and sleep in their hotels. Tomorrow morning there will be a *concours d'élégance* on the sea-front, starting at 10.30 a.m. If the weather permits, the winning cars will be on view at Robertson's Terrace (adjoining the official headquarters, the Queen's Hotel) from 1 p.m. to 3.30 p.m. At 9 p.m. the official prize-giving will take place at the White Rock Pavilion, followed by a Rally Ball.

This is the second year of this event, which is organized by that old-established club, the M.C.C. Last year's rally was generally agreed to have been a great success, and both organizers and sponsors deserve every praise for their determined efforts, which have resulted in such a magnificent entry this year. A fully illustrated report of the event will appear in next week's issue of *The Autocar*.



Ferdie Lehder being pushed off in his 500 c.c. supercharged N.S.U. car, at the start of his successful attack on international Class I records in Germany on October 26.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

NOW the trials and rally season is in full swing (the M.C.C. rally, in fact, is almost over) and in most places where sports enthusiasts congregate the chief topic of conversation is the forthcoming Monte Carlo rally. This time "the Monte" should be a very open event; almost anyone, in fact, who reaches Monte Carlo without loss of marks on the road section stands a chance of winning the event, as the sole deciding test is the regularity run to a set average speed round a 50-mile circuit in the foothills of the Alpes Maritimes. As the roads can hardly be closed for such a long course, luck is bound to enter into the matter; getting stuck behind a lorry or a farm cart for just those few precious seconds at the crucial moment may make all the difference between success and failure. But these hazards are naturally the same for everyone; knowledge of the roads will obviously give the local drivers some slight advantage, but nobody can accurately predict the traffic conditions at any given spot, and as the location of one of the controls dividing the circuit into sections will be kept secret, there is no possibility of making up time on favourable parts of the route.

This year the permissible number of British entries has been increased by ten to a total of 80, and the R.A.C. have now completed their unenviable task of selecting these from the very large number of applications received from would-be entrants. Naturally, many well-known names in this branch of the sport appear in the list: Ken Wharton, Ian Appleyard, Mike Couper, Tommy Wisdom, the Holt brothers, Donald Healey, Sydney Allard, and many more. Interesting entries this year, also, are those of Eric Brandon and Alan Brown from the ranks of the half-litre racing brigade; Johnny Clegg and Cyril Corbishley, well-known Northern

trials specialists, and David Murray and Stirling Moss, who need no introduction in the racing world. British contenders for the *Coupe des Dames* include Miss Dorothy Stanley-Turner, Mrs. Allard and Mrs. Wisdom.

BRITISH ENTRIES

A.C.: P. Zetter.
Allard: Mrs. E. Allard, S. H. Allard.
Alvis: K. B. Miller, Miss D. M. M. Stanley-Turner.
Austin: C. Edge, H. C. Hudson, G. MacKerracher.
H. C. Roberts, D. O'M. Taylor.
Bentley: B. W. Austin, W. M. Couper.
Bristol: J. W. E. Banks, P. O. Walton.
Daimler: T. H. Wadson.
Ferdie: J. Bunter, A. Brown, G. R. Holt, W. D. R. Lamb, A. McCracken, O. Moore, D. Murray, J. O. Reece, K. Wharton.
Hesley: D. M. Hesley.
Hillman: M. B. Anderson, P. C. E. Harper, J. H. Kenney, E. W. Quora, R. Walslaw.
Humber: R. J. Adams, C. W. Eyle-Maunsel, H. Pimote-Bedford.
Jaguar: E. I. Appleyard, B. E. Bradnock, E. Brandon, S. E. Cuff-Pearson, W. R. Flockhart, J. R. J. Maudridge, G. H. Waring, D. O. Warwick, M. Wick, G. Wilkins.
Jowett: P. K. Braid, N. F. Ellison, F. P. Grounds, R. Nelson-Harris, L. Odell, R. V. Russell, Mrs. M. L. Vaughan.
Land Rover: C. Corbishley.
M.G.: R. E. Holt, J. L. Shaw.
Riley: E. N. Brinkman, T. W. Dargue, G. J. Fender, Mrs. O. J. Johnson, R. C. Porter, A. P. Warren.
Singer: N. Blockley.
Standard: P. R. Bolton, R. J. Morton, E. B. Wadsworth.
Sunbeam-Talbot: T. A. Anderson, J. Clegg, N. Gorrard, O. R. Hartwell, B. McCholm, W. A. McKenzie, G. N. Milton, S. Moss, C. B. Offley, Major A. Pownall, J. D. Sleeman, E. S. Sneath, Mrs. E. M. Wisdom.
Vauxhall: C. F. Bartlett, W. A. R. Harper, J. Stoddart.
Wesley: E. H. Channon.

AT this time of year all the major contestants in Grand Prix (and, indeed, all sorts of) racing are licking their wounds and working hard on their plans for next year. Stirling Moss, after watching the Spanish G.P., has now returned to Monza, where the B.R.M. tests continue to make progress; it appears likely that Alfa Romeo will also conduct some tests as the same track in the near future, though their participation in next year's races is not yet certain.

Meanwhile, the Mercedes *équipe* have

been out on the Nurburg Ring, with both the 3-litre cars and one of the two 1.1-litres; the latter was driven in turn by Lang, Kling and Caracciola. They say, however, that the existing 1.1-litre cars will probably never appear in present-day formula 1 racing; certainly, as they originally gave 260 b.h.p. against the near-400 of the present-day Alfas, they would need much modification and development. They did not approach the lap times set up during this year's German G.P. However, work is undoubtedly going on at Stuttgart on a new racing car, but whether for the existing formula or that which comes into force in 1954 is rather obscure at present.

LAST Friday night the B.A.R.C. held their annual dinner-dance at Grosvenor House, in London, and a wonderful occasion it was. Over 800 members and guests attended, and the immense room was quite thronged with personalities in motor sport; in fact, it would have been much easier to count those who were not there. The Duke of Richmond and Gordon presided over the festivities and made a neat and humorous speech of welcome. Other speakers were Professor A. M. Low and Lord Brabazon of Tara. The former was as inconsequential and mirth-provoking as he always is, while the latter brought down the house by remarking that he was glad that Professor Low changed so little with the passage of the years, and that his speeches remained, as ever, Low.

The dancing which occupied the latter part of the evening was interrupted for a brilliant cabaret show given by the Café Continental, of television fame, enlivened by "Monsewer" Eddie Gray and a remarkable character whose ability to stand inverted on one finger on top of a ten-foot pole, to mention only one of his talents, made hardened racing drivers blench.

TWENTY-ONE years ago sundry enthusiasts started the M.G. Club. Recently, as the Show ended, that club celebrated its coming of age with due pomp and circumstance at a dinner at

COMING SHORTLY

- NOVEMBER 7-10.—M.C.C. Daily Express National Motor Rally, finishing at Hastings, Sussex.
- 10.—Cheltenham M.C. Cheltenham Trial, starting from Miller's Garage, Andoversford, near Cheltenham, Gloucestershire, 9.30 a.m.
- 12.—Half-Litre C.C. Club meeting, Albert Hotel, Kingston-on-Thames, Surrey, 7.30 p.m.
- 16.—N. London Enthusiasts C.C. Film show, Black Bull, 1446, High Road, Whetstone, London, N.30, 7.30 p.m.
- 16.—Cornwall Vintage C.C. Night navigation trial.
- 16.—Maidstone and Mid-Kent M.C. Annual dinner and dance, Tudor House, Beasted, Kent, 7 for 7.30 p.m.
- 17.—Berkhamsted M.C. and C.C. Annual dinner, Kings Arms, Berkhamsted.
- 17.—Harrow C.C. Cottingham Memorial Trophy Trial, starting from the Lambert Arms, Aston Rowant, Oxon, 11 a.m.
- 17-18.—Falkirk and D. M.C. Rally, Scotland.
- 18.—R.A.C. Veteran Car Run, London to Brighton, starting from the Powder Magazine, Hyde Park Corner, London, W.1, 8.30 a.m.
- 18.—Leeds University Union M.C. Treasure Hunt, starting from the Blue Lagoon, Leeds, 2 p.m.
- 18.—M.G. Car Club (N.W. Centre). Cecil Kimber Trophy Trial, starting from central station car park, Macclesfield, Cheshire, 12.30 p.m.
- 18.—Bentley Owners' Club, Norgin and natter, Crown Hotel, Blandford, Dorset, 7 p.m. onwards.

the Hyde Park Hotel, London. Guest of the evening was, naturally, Goldie Gardner, back from his magnificent records with the Midget engine in America, with some excellent films of that run which were shown during the evening. Those M.G. drivers who had been particularly successful during the year were presented with suitable tokens of the club's appreciation, new secretaries for some of the branches were formally introduced, including the American representative whose branch has 500 members, and John Thornley, very properly, was presented with a surprise trophy as acknowledgment of the mass of work he has done for the club down the years. The toast of the club was ably proposed by Eric Findon, J. O. H. Norris replying; the guests by John Thornley, with John Bolster making a typical response. The Nuffield gold trophy went to the Scottish branch and the whole affair was both friendly and amusing.

Another function coinciding with the Show period was the Fiat 500 Club dinner and dance. This club has been in existence only three years but, under the enthusiastic guidance of J. A. James as honorary secretary (and with Mrs. James as treasurer), it has made remarkable progress. During an evening in which everyone enjoyed themselves thoroughly, Kaye Don presented the silverware with due ceremony and not a little humour.

On the previous Wednesday the Aston Martin Club went to town (Hanover Street) with a successful—and trouble-free—film show. It was an excellent programme, even if the coloured cartoon did steal some thunder from others' exhausts!

AUSTRALIA seems to have a remarkable collection of famous racing cars. Alan Chamberlain, the Australian racing driver, has two Prince Henry Benz, of which one has a really remarkable record. In the early days of Brooklands an Australian, Craig, purchased from Hornsted a racing Benz after its lap speed had been demonstrated by that redoubtable driver. This machine was driven by Craig's driver, Wilkinson. Coming down the finishing straight at the end of a race, very fast, Wilkinson was unable to stop. The great car went straight up the banking and soared high in the air to crash in the ravine below. By a miracle Wilkinson was plucked from the seat by a branch and injured only because he then fell to

the ground. Now, fit and well, he is in Australia. The car was repaired by Benz and is one of those now owned by Chamberlain.

Then the big 90 h.p. Mercedes that Jenatzy drove to second place in the Gordon Bennett of 1904 is also in Australia, and in good running order. The seats are new, also the rear tank, and the low-tension ignition has been replaced by modern magneto with ordinary plugs, but there the historic machine is in all its glory, huge of bonnet, with four short exhaust pipes, and gigantic sprockets of equal size giving one to one final ratio. Almost can you see the ghost of its V-twin red-bearded driver in the seat.

PRELIMINARY information now received intimates that the fantastic road race all round Argentina has been won by Juan Galvez, driving a Ford, for the second year in succession. More than 200 cars started in this race, which was run in ten stages and totalled 5,255 miles in length; the winner's time was 75hrs 48min 55sec, equal to an average speed of 69.4 m.p.h.; this, when you consider the fact that many of the roads are hardly worthy of the name, is little short of fantastic.

IT is good to see that the Sports and Alfa Romeo Car Club has been re-established. Its headquarters, at 20, Oldbury Place, Nottingham Street, London, W.1, are open on weekdays from noon until 3 p.m. for luncheons and snacks, from 5 p.m. until midnight for dinner and dancing, and on Sundays from 1 until 3 p.m.

SOME slight error seems to have crept into the results of the A.M.O.C. Snetterton sprint meeting, as a result of which the performance of Don Parker in achieving a time of 4min 26sec in his J.B.S. 500 passed unnoticed. This means that he won the formula 3 class with some ease, A. W. Richards' similar car being relegated to second place.

THE address of F. G. Barkway, honorary secretary of the Lancia Motor Club, is 5, Mark Road, Wood Green, London, N.22. It is regretted that this has been inadvertently published as 5, Manor Road, in *The Autocar Motorist's Diary* for 1952. J. A. C.

CLUB NEWS

Southern Jowett C.C.—The club's last event of the season, a map-reading point-to-point, was held on Sunday, October 28. Members of the A.C. and Singer Owners' clubs were invited to compete, and 23 competitors started from Mill Hill, Middlesex, at 10.30 a.m. on the Sunday. Thirteen points had to be located before the lunch interval, at Gustard Wood Common, near Wheathampstead, Hertfordshire, and the afternoon section took competitors through Avon St. Lawrence, Kington, Kings Walden and Knebworth Park to Welwyn. **Result:** 1, Jowett (F. Marino), 225 points gained; 2, Singer (P. A. Bailey), 225; 3, Singer (M. A. Bird), 223.

West Essex C.C.—Results of the gymkhana, run at Skinners Farm, Abridge, Essex, on Sunday, October 28, are as follows: **open cars:** 1, M.G. TD (R. W. Jacobs); 2, Austin A.40 Sports (R. Randall); 3, M.G. TD (F. Crossley). **Closed cars:** 1, Morris Minor (T. Jones); 2, Riley 9 (J. Lewis); 3, Austin A.40 (E. J. Worley).

On December 6, at the Royal Forest Hotel, Chingford, Essex, the annual dinner and dance will take place.

The Lagonda Club.—Members of the Lagonda Car Club and the 2-litre Lagonda Register have by a very large majority agreed to unite into one organization. Its title is now The Lagonda Club, as above; the old spares register will, of course, continue, conducted by Ivan Forshaw. Honorary secretary is A. Audsley, of Greenways, Hedgerley Lane, Gerrards Cross, Buckinghamshire; competitions secretary, A. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxon.

Bristol M.C. and L.C.C.—The Roy Fedden Trophy Trial will be run on November 24, starting from the Cross Hands, Old Sodbury, Gloucestershire. The course will be approximately 75 miles long, including at least six observed hills of a sporting nature. Competing cars will be divided into the following three classes: up to 1,100 c.c., 1,101 to 2,500 c.c., over 2,500 c.c. The Cheltenham, N.W. London, Southsea, Sunbath, Taunton, West Hants and Dorset and Plymouth clubs have been invited to compete; entries close on November 12. Secretary of the meeting is C. B. Salter, 25, Cotham Road, Bristol, 6.

North London Enthusiasts C.C.—A film

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CLUB NEWS

continued

show, to which all those interested in motor sport are invited, will be held at the Black Bull, 1446, High Road, Whetstone, London, N.20, starting at 7.30 p.m., on November 16.

Maidstone and Mid-Kent M.C.—The annual dinner and dance will be held at the Tudor House, Bearsted, Kent, on November 16. Tickets are £1 5s each, and may be obtained from George Butler, 14, Queens Road, Maidstone, Kent.

Riley M.C.—Four drivers tied for first place and four for second in the picture hunt, run on Sunday, October 28, which finished at the Riley showrooms, Pall Mall, London, S.W.1. This produced something of a conundrum, and lots were drawn to produce the following result: 1, C. F. Wenham; 2, S. L. Hughes; 3, R. H. Beare; 4, J. Zillwood.

North-West London Motor Club.—Regulations have now been published for the Gloucester Reliability Trial, which will be run on Saturday, December 1. Invited clubs are the Bristol M.C. and L.C.C., Sunbaci, Sheffield and Hallamshire, Taunton, Kentish Border, and the M.C.C. Starting from the Bear Pools Café, Rodborough Common, near Stroud, Gloucestershire, at 9.30 p.m., competitors will be despatched on a 50-mile course, with a scheduled average speed of 15 m.p.h. Cars will be divided into three classes—up to 1,300 c.c.; up to 1,300 c.c. and 1,301 c.c. to 3,000 c.c. u.s.; 1,301 to 3,000 c.c. and over 3,000 c.c. u.s. Entries close on November 23; these should be sent to W. C. Podevin, 68, Bute Road, Ilford, Essex.

M.G. Car Club (N.W. Centre).—Entries for the Cecil Kimber Trophy trial on November 18—a closed half-day event—should be sent to W. Woolley, 39, Great Ducie Street, Manchester, 3. Competitors will start at 12.30 p.m. from the central station car park, Macclesfield, Cheshire, on

a 50-mile course to the finish, at the Dixon Arms, Chelford, Cheshire.

Welsh Counties C.C.—There were 21 competitors in the club's first Annual Rally, run on October 28. The Cross Crouch Challenge Trophy, for the best performance of the day, went to H. J. Hunter, who drove a Healey; runner-up was L. Collins, driving an M.G.

Brighton and Hove M.C.—The annual dinner and dance will be held at the Grand Hotel, King's Road, Brighton, on Friday, December 7, with dancing until 1 a.m. and a cabaret during the evening. Tickets are £1 10s each, obtainable from E. W. Quera, 296-298, Madeira Drive Arches, Brighton, 7.

Alvis O.C.—All members, enthusiasts and friends will be welcome at the noggin and natter, to take place during the evening of Saturday, November 24, at the Chequers Inn, Eversley Green, near Basingstoke, Hampshire.

Kentish Border C.C.—Regulations have been published for the 9th Annual Sporting Trial, on November 25. It is an R.A.C. Championship qualifying trial and a B.T.D.A. Gold Star event, and is open to members of the following invited clubs: Berkhamstead, Cernian, Maidstone and Mid-Kent, North London Enthusiasts, N.W. London, 750 and the Southsea M.C. The entries will be divided into three classes—up to 1,100 c.c., 1,101 to 2,000 c.c., over 2,001 c.c., and super-charged cars will be placed in the next highest class. The route will, of course, be of a sporting nature, with a course of approximately 70 miles, starting from the Spring Tavern, Wrotham Heath, Kent, at 10 a.m. The scheduled average speed throughout the event will be 20 m.p.h., and one special test will be carried out on a suitable hill. Entries should be received by the secretary of the meeting, T. H. Day, not later than November 19, at Ben Trovata, Nightingale Lane, Bickley, Bromley, Kent.

IN BRIEF

Nearly 200 members of the Vacuum Oil Company 20 Year Club's London branch recently dined under the presidency of Mr. O. T. Jones, chief automotive engineer and chairman of the club. Mr. H. W. Rocke, managing director of the company, was the guest of honour.

Major-General E. H. Clayton, C.B., C.B.E., O.B.E., has been placed in charge of all the Austin company's service activities throughout the world, with Mr. C. H. Rowley to assist him as service manager (technical) and Mr. H. N. Whitehouse to assist as service manager (spares).

In addition to the service weeks already announced, the Standard company will hold the following: Kennings, Ltd., The

Broadway, Peterborough, November 12-17; Rossleigh, Ltd., 383, Union Street, Aberdeen, November 19-24; Elgin Motors, Ltd., South College Street, Elgin, November 26-December 1.

An entertaining but nevertheless useful booklet on how to make the most of your tyres has been produced by the India Tyre and Rubber Co., Ltd., 30, St. John's Wood Road, London, N.W.8, from which address copies are available without charge. It contains a number of humorous illustrations by Betts.

The Dunlop company has opened a new sub-depot at Great Hampton Street, Wolverhampton (telephone, Wolverhampton 20826), with Mr. A. J. Williams in charge.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

- No. 16058. 1936 Austin Twelve-Four.
- "C.H.B."—General information and a handbook.
- No. 16059. 1937 21 h.p. Wolseley.
- "F.J.F."—General information and performance data.
- No. 16060. 1939 B.S.A. Scout.
- "A.D."—Hints and tips on maintenance and a handbook.
- No. 16061. 1939 Ford Prefect.
- "S.Y."—Advice and general details of fitting a four-speed gear box.
- No. 16062. 1935 PA-type M.G. Midget.
- "J.R.C."—General information and a handbook.

No. 16063. 1934-35 Austin Ten.

"H.B."—All possible information and a handbook.

No. 16064. 1938 D.K.W.

"S.L.G."—All possible data, hints on maintenance and a handbook.

No. 16065. 1939 TB-type M.G. Midget.

"J.R."—Performance details, general information and a handbook.

No. 16066. Handbooks Required.

"W.A.H."—1933 13-type M.G. Midget.

"P.D."—1936 Standard Big Twelve.

"R.J.K."—1933 10 h.p. B.S.A.; also lubrication chart.

"E.J.M."—1937 Lanchester Fourteen.

"M.A.R."—Lagonda Rapier.

"I.M."—Wilson epicyclic gear box.



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1940 AUSTIN Sherburne, blk., 11,000 miles	£1,925
1940 AUSTIN A40, sun roof, black, town	£900
1940 AUSTIN 14, black, 13,000 miles	£1,125
1940 FORD 8 Anglia, mist green	£785
1940 FORD 8 Anglia, black, red upholstery	£800
1940 FORD 10 Prefect, blk., economical	£675
1940 HILLMAN Mini Estate Car, grey	£790
1940 HILLMAN Mark IV, green, 6,000 miles	£1,065
1940 HUMBER Hawk, green, 7,000 miles	£1,375
1940 JOWETT Javelin de L., radio, heater	£1,065
1940 N.B. "TD" 12, red, radio, extra	£1,075
1940 N.B. "TD" 12, grey, Cambridge htr.	£795
1940 MORRIS Minor tuner, blk., 9,000 miles	£625
1940 MORRIS 8 saloon, black, one owner	£545
1940 ROVER P4 saloon, black, 9,000 miles	£2,195
1940 TRIUMPH 1950, red, htr., seat covers	£1,065
1940 TRIUMPH 2000 Roadster, champagne	£1,085
1940 VAUXHALL 10, dk. blue, attractive car	£695
1940 STANDARD Vanguard, black, blue htr.	£1,025
1940 WOLSELEY 4/50, blk., 1,200 miles only	£1,375

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1950 Humber Hawk, black and brown, radio, etc., 14,000 miles, £1,495.

1949 Citroen, mist green and beige, 12,000 miles, £1,200.

1949 Citroen, gunmetal and red, 12,000 miles, £1,200.

1940 Citroen 6-cylinder, black and red, £800.

1938 Rolls-Royce 25/30 semi-razor edge, owner driver saloon with division, black and green, £2,525.

1947 (Oct.) Bentley Mark VI saloon, all 1950 engine modifications, £3,895.

1938 Bentley 4½ Park Ward saloon, discs, radio, etc., resprayed, £2,450.

1938 Jaguar 2½-litre saloon, grey and blue, radio and discs, complete engine overhaul, £625.

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1949 MORRIS Oxford sal., 17,000 m., 1 owner	£845
1949 FORD Prefect sal., low mils., Ch. 2 from	£745
1942 AUSTIN 10 de luxe sal.	£860
1950 FORD 8 Anglia sal., 7,000 m.	£865
1949 FORD 8 Anglia sal., low mils., Ch. 2 from	£855
1948 MORRIS 10 sal., 1 owner	£850
1947 HILLMAN Minx sal.	£830
1947 AUSTIN 6 de luxe sal., 1 owner	£820
1947 FORD 10 Prefect sal., htr. Ch. 2 from	£815
2046 FORD 8 Anglia sal.	£815
1940 AUSTIN sun sal., Allegator front	£810
1938 HUMBER Super Bidge	£805
1938 CITROEN 10 sal.	£805
1939 VAUXHALL 10 d.l. sal., Ch. of 2 from	£800
1939 MORRIS 12 de luxe sal.	£790
1939 HILLMAN Minx 10 sal.	£775
1939 STANDARD 8 d.l. sal., second engine	£765
1939 MORRIS 8 sal., second engine	£750
1939 FORD 10 de luxe sal., sliding roof	£740
1938 MORRIS 8 sal., sliding roof	£730
1937 STANDARD 10 de luxe sal.	£720
1937 FORD 8 sal.	£700
1937 WOLSELEY 14 4-door tuner	£690
1931 BIRD MIRACAR, 197 c.c., 1,300 m. As new	£255

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1950 HUMBER Hawk 14 sal., 12,000 m., 1 owner	£1,450
1949 VAUXHALL Wyvern sal., 12,000 m., 1 owner	£1,065
1949 WOLSELEY 4/50 sal., htr., 12,000 miles	£1,135
1949 AUSTIN A40 sal., 1 owner. As new	£875
1949 STANDARD Vanguard sal., 1 owner	£875
1948 TRIUMPH 1950 sal., rdn., htr., 15,000 m.	£860
1949 TRIUMPH Roadsters. Ch. of 2 from	£750
1949 HILLMAN 10 Ph. 2 sal., 1 owner	£795
1948 WOLSELEY 14 sal., Choice of 2 from	£790
1947 STANDARD 14 sal., htr. upholstery	£695
1947 FORD 10 Prefect sal., rdn., htr., htr.	£685
1949 HILLMAN 10 sal., second engine	£690
1947 FORD 8 sal., Choice of 2 from	£680
1946 HUMBER Hawk 14 sal., Choice of 2 from	£680
1946 STANDARD 8 d.l. sal., htr., recom. eng.	£645
1945 AUSTIN 10 sal., Choice of 2 from	£640
1946 HILLMAN 10 sal.	£630
1939 STANDARD 8 d.l. sal., comp.	£620
1938 LANCHESTER 14 sal., htr. upholstery	£620
1938 OPEL 12 d.l. sal., htr. upholstery	£620
1938 MORRIS 14 sal.	£610
1936 FORD 8 sal.	£610
1930 BIRD MIRACAR, 127 c.c.	£250

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1933 RILEY 5 Minerva saloon	£190
1934 AUSTIN 15 saloon, excellent order	£125
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1950 VAUXHALL Wyvern saloon, grey, 12,000 miles	£1,025

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1949 (Sept.) MORRIS Six saloon	£1,195
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1948 STANDARD 8 saloon, black	£635
1947 STANDARD 12 saloon, grey	£775
1947 VAUXHALL 14 saloon black	£825
1949 HILLMAN Minx, radio and heater green	£975
1948 TRIUMPH 1800 saloon, heater, black	£1,100
1949 VAUXHALL saloon, grey, grey leather	£1,150

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1949 (Over.) ADJUST A.45 4-door saloon, beige, 19,000 miles	£900
1949 (Over.) BRADFORD by Jowett, green/black, one owner, 11,000 miles	£975
1947 HILLMAN Minx saloon de luxe, black/blue, 21,000 miles	£750
1947 HILLMAN Minx saloon de luxe, black/blue, 9,000 miles on new engine. Immovable	£785
1946 (May) VAUXHALL 14 saloon de luxe, black/brown, radio, 27,000 miles, one owner, excellent order	£725
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1947 LANCHESTER 14 major edge saloon	£395
1948 ROVER 16 saloon	£550
1947 ROVER 4 4-door saloon, radio	£278
1948 ROVER 17 saloon	£396
1947 ROVER 12 saloon, exceptional	£400
1947 SIMON 10 drophead coupe	£396
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1948 VAUXHALL 10 saloon, excellent condition	£475

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1950 STANDARD Vanguard sln., 4,000 mls.

1950 SUNBEAM-TALBOT "90" sln.,
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1950 TRIUMPH Renown sln., 5,000 mls.

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Semi-Razor Edge Saloon, by Thrupp &
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new India tyres, 93,000 miles, excellent
Bentley history, major engine overhaul by
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1950 April DAIMLER 2½ litre Saloon, grey, blue
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1939 WOLSELEY 14 h.p. saloon de luxe	£595
1939 STANDARD 8 saloon	£395
1937 LANCHESTER 14 h.p. saloon de luxe	£450
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1948 HILLMAN Minx Phase II	£775
1947 STANDARD 8 "Saloon"	£525
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1939 MORRIS 8 Series "E"	£395
1938 WOLSELEY 16 h.p.	£375
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1937 FORD 10 4-door saloon	£276
1938 FIAT 1100 4-door pillarless saloon	£445
1938 STANDARD 17 4-door d.l. saloon	£385
1939 MORRIS 10 4-door d.l. saloon	£475
1947 later STANDARD 2-door d.l. saloon	£585
1949 M.G. T.C. sports 2-seater, green	£735
1947 MORRIS 8 4-door saloon	£625
1947 FORD Anglia, reconditioned engine	£585
1949 STANDARD Vanguard, radio and heater	£1,385

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1950 BRISTOL 400 saloon, maroon, 15,000 miles, radio, etc. Checked by unders.	£2,500
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1950 WOLSELEY 6/60 saloon, town with brown, 8,000 miles only, one owner	£1,205
1949 JAGUAR Mark V 3½-litre saloon, fawn with red upholstery, 12,000 miles	£1,795
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1939 MORRIS 10 de Luxe saloon, excellent order throughout, choice of two	£500
1947 STANDARD 8 saloon, small mileage, black; brown, body immaculate	£575
1939 STANDARD 8 saloon, maroon, brown leather, beautiful specimen	£585
1938 WOLSELEY 14 saloon, black, green, chrome, last throughout	£685

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1950 STANDARD 9 h.p. saloon	£617	0	0
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1950 AUDIT 7 tourist	£613	0	0
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1950 MORRIS 8 h.p. saloon	£613	0	0
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1937 AUDIT 18 saloon	£375
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1938 HOTCHKISS Paris Nice saloon	£375
1938 WOLSELEY 14 saloon	£485
1938 WOLSELEY 10 saloon	£525
1939 JAGUAR 1½-litre saloon	£550
1939 S.S. 100 Sports 2-seater	£625
1940 HILLMAN Minx saloon	£475
1940 AUDIT 9 4-door saloon	£595
1947 FORD Prefect saloon	£585
1947 SUNBEAM-TALBOT 2½-litre tourist	£750
1948 ALLARD d.h. Fourseamer coupe	£725
1948 FORD Pilot saloon	£695
1949 VAUXHALL Wyvern saloon	£590
1950 HILLMAN Minx saloon	£1,025
1950 MORRIS Minor saloon	£1,025
1950 MORRIS Oxford saloon	£1,175

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1950 HUMBER Hawk Saloon	1949 AUSTIN A.40 Saloon
1950 JAGUAR 2½ Mk. V Saloon	1949 AUSTIN A.70 Saloon
1950 M.G. 1½ Saloon	1949 FORD Prefect Saloon
1950 M.G. T.D. 2-seater	1949 HILLMAN Minx Saloon
1950 MORRIS "Six" Saloon	1949 JOWETT Javelin Saloon
1950 RILEY 2½ Sports	1949 MORRIS Oxford Saloon
1950 ROVER 75-P.4 Saloon	1949 MORRIS 8 Tourer
1950 SINGER S.M. 1500 Saloon	1949 TRIUMPH "2000" Roadster
1950 STANDARD Vanguard Saloon	1949 WOLSELEY 6/60 Saloon
1950 SUN/TALBOT "80" Saloon	1948 ALLARD 30 Roadster
1950 SUN/TALBOT "90" Coupe	1948 HUMBER 14 Saloon
1950 TRIUMPH Mayflower Saloon	1948 JAGUAR 1½ Saloon
1950 TRIUMPH Renown Saloon	1948 RILEY 2½ Saloon

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

1950 Model A.C. 5-seater saloon, finished in grey-green with beige upholstery, owned since new by Bob Gerard Cars, Abbey Lane, Leicester, Tel. 61511-3-5-4.

1950 A.C. 5-seater saloon, finished in beige with beige upholstery, one owner, 25,000 miles, exceptional condition.—K. J. Motors, Ltd., Bromley Kent, Ravensbourne Lane, 1914.

1950 (March) A.C. 2-litre saloon, finished beige and chromium, one ownership, exceptional and outstanding condition, thoroughly recommended and offered with written guarantee, terms, exchanges.—H. F. Edwards, 35, Upper High St., Epsom.

1949 (June) A.C. 2-litre saloon, finished attractive metallic blue with black wings and blue leather upholstery, mileage only the white car in really immaculate condition throughout with an exceptional road performance, taxed to December; trade enquiries welcomed.

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BARTLETT—Alfa-Romeo, finest selection available: We are always interested in buyers.—27a, Pembroke Villas, W.11.

ALFA-ROMEO Cars Wanted
Rowland Smiths, use Alfa-Romeo buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

ALFA-ROMEO Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Park, Weybridge, Surrey. Byfleet 520. 13124
2 FURLEY MOTORS (proprietor N. H. Mann), 10 Coombe Rd., New Malden, Surrey, are now producing special coupons on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4405. 19531

POTTER, RICHARDS & CARR offer:—

CHOICE of four Alfa-Romeo—drop head, saloon, fixed head coupe, J.2 5-seater.—Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. 12133

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1950 Alfard saloon, black/hide, 9,000 miles.

1950 Park Lane, W.1. Repent 4566; and 374, Evington Rd., Alington, Midloth., Perthshire 3365. 4401

ALFARD 1950 sports 2-seater, as new, 6,000 miles, £1,100.—Purkins, Hayes 3135 after 4.30 p.m. 14004

ALFARD 1948 series K 2-seater roadster, absolutely immaculate, 26,000 miles since new, one owner, 6885

SIMMONS OF CROYDON, Head Office, 101A, Towner North Rd., West Croydon, Tel. Croydon 1337.

SUPERB 1948 drop head, steel blue, blue hood and leather, mint condition, £265.—Neasom, Ashford, Kent, 627.

1950 (November) Alfa Romeo sports saloon, black/brown, 1,720 miles, £1,720. 1155

1950 Alfa Romeo, 2-litre, ex-emp, and used Alfa Romeo and J.2 2-seaters, in first-class condition.—24, Clapham High St., S.W.4. Macaulay 2431.

1950 (March) Alfa Romeo, colour black/beige leather, one owner, chauffeur kept: £1,100.—Watkins Motors (Maybury Hill), Ltd., Watney 1159.

1948 (July) Alfa 4-seater sports tourer, red, optional condition: £650.—Port Orange (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 10200

1948 (Oct.) 4-tr. tourer, grey with grey leather, one owner since new, in excellent order, is present tuned to 21.5 m.p.h. at 50 m.p.h.—Stevens, Weybridge, Llanelli, 4656

1951 hood and windscreen, 8,700 miles only, Ardun head, lightened flywheel, outside brake adjusters, all latest developments, very fast car in first-class condition, £1,250 cash or part exchange, b.p. arranged; arrangement.

NEW CENTRAL GARAGE Liskeard 3121, Cornwall. 13900

Alford Cars Wanted
The Alford buyers.—27a, Pembroke Villas, W.11. Baywater 0525.

BRISTOL STREET MOTORS, Ltd.

MAIN Ford Dealers 164-162 Bristol St., Birmingham M 5 (Tel. Midland 5061), for new and used Alfa Romeo and other distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire, trade enquiries invited.

ALFARD 2-litre, for all Alfa Romeo spares.
A. 31-15, Acce Lane, London, S.W.2. Britton 6481.

ALFARD MOTOR CO., Ltd. Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2353.

ALFARD COACHWORKS of Fulham, 9, Epsom Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Alfa Romeo body repairs, body fittings for all models in stock; makers of Alfa Romeo J.2, K.2 and tourer bodies. 10467

CHARLES POLLETT, Ltd. offer:—

1948 (Dec.) Alfa Romeo 4-door coupe, black/beige hide, new hood, radio and heater, thoroughly checked and guaranteed, £1,225.

18, Berkeley St. W.1. May, 6266.

SERVICE Works and Stores, Barnside Yard, off Eign Ave. W.3, Canningham 5936-8.

ALFARD MOTORS, Ltd.—see our advert.
Sports Cars. 13294

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ALFIS

ALFIS distributors, new 3-litre for demonstration.

1947—1950 Alfa Romeo 14hp cars; from £1,050.

1950 Alfa Romeo 14hp saloon.

1949 Alfa Romeo 14hp saloon, 14,000 miles.

1949 Alfa Romeo 14hp drop head 4-tr. coupe.

1948 Alfa Romeo 14hp saloon.

1948 Alfa Romeo 14hp Tickford coupe.

1948 Alfa Romeo 14hp utility, special interior finish.

1948 Alfa Romeo 14hp standard coupe.

1947 Alfa Romeo 14hp saloon examined and approved by makers.

BUY or sell your car at

103 New Bond St. London W.1. Mayfair 8551-5. 12451

GUY SALMON AUTOMOBILES, Ltd. offer:—

1948 Alfa Romeo 14hp saloon, unblemished example, as new, £1,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

1948 Alfa Romeo 14hp saloon, maroon, below.

1948 Alfa Romeo 14hp saloon, maroon, below.

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1948 Alfa Romeo 14hp saloon, maroon, below.

1948 Alfa Romeo 14hp saloon, maroon, below.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

SALE ALVIS 20, 1935, reconditioned, first class in and out. A.A. import available. £525.—Evans, 23, Luns, St. Nicholas, Cardiff. Tel. Peterston 565. 14108

LANCASHIRE and Cheshire sales service and spares specialists.—Peters (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4030); and 176, Deansgate, Manchester (Tel. Deansgate 5057).

ALVIS 15, 1936, mileage 25,000, special cream Dunlop A sports saloon, as new, 5.9 axle ratio twin carburetors, radio, heater. £1,500.—Tel. 72593, Bailey, 12, Woodland Place, Toley Rise, Sheffield. 14754

ALVIS 15, 1936, 1936 sports 4.5-seater drop head coupe body by Charnsworth, one owner only, late property of world-famous titled person (deceased) and meticulously maintained by one chauffeur, stored away years and hardly used since, complete overhaul by Alvis after storage, total guaranteed mileage 47,800, complete in available of every grease and tune-up since supplied by works, finished two shades of fawn with ivory leather upholstery, original carpets, unmarked, superb appearance with stamph performance, list price £1,400, any trial or inspection, £650.—Tel. Birmingham South 5015. 4523

Alvis Cars Wanted

ROWLAND SMITH's, the Alvis buyers—Hampstead Rd. H8, (Hampstead Tube), Ham. 6041. 10914

1949—50 Alvis; please give particulars and price.

A FREEMAN, Ltd., Grosvener Garage, Burnage Lane, Manchester, 19. Rus. 2574-5. 10494

CASH immediately for good Alvis.—H. F. Edwards, 28, Upper High St., Epsom 840. 10778

FERRIS & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 530. 10697

ALVIS Speed 25 or 4.3, will pay cash for immediate purchase.—East Finchley, 1931. 14747

CLENDINE private Alvis owner wishes to purchase or from similar person late model Speed Twenty or 1937-8 16-20hp coupe or saloon.—Box 4561. 12977

WANTED 1939 or 1938 Alvis 15-20 drop head coupe, preferably one owner and in perfect condition; car open to full examination; please give full particulars.—Box 4923. 13504

CHARLES POLLETT, Ltd., buy good late model cars.—15, Leinster Rd., Dept. 6296, Service Works and Stores, Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 595-7-5. 10590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd. Service Station, 332, Finchley Rd. London N.W.11, Tel. Speedwell 6762-3-4, Grams. Alvis, Good London.

AND at Alvis, Ltd. Service Station, Holyhead Rd., Coventry, Tel. 5501, Grams. Alvis, Coventry.

THOMAS POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 595-7-5.

USTON-ON-THAMES—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 224. 10115

ALVIS repairs and spares specialists.—A. Freeman, Ltd., Grosvener Garage, Burnage Lane, Manchester, 19. Rus. 2574-5. 10533

AMERICAN CARS

SIMPSON'S MOTORS offer—

1948 Buick super saloon, fitted with radio and heater

1948 Buick convertible, electrically operated hood, all accessories.

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated head, fitted with heater.

1948-9 Buick-Kaiser-Frazer saloon, fitted with heater, colour coral sand.

LATE type Oldsmobile 4-door saloon, hydraulic drive.

1949 Plymouth 4-door saloon, fitted with heater and seat covers.

1948 Studebaker Commander, electrically operated hood, all accessories.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. 13195

JOE THOMPSON (MOTORS), Ltd., offer—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., Kensington (next to Michelin), Ken. 4555.

CAMDEN MOTORS offer the following post-war American cars all guaranteed in writing—

1949 Buick Dragoon Roadmaster 6-seater saloon, hydraulic drive, all extras.

1949 Buick Super 6-seater drop head coupe (convertible), electric hood, etc.

1947 Buick Super 6-seater saloon, small mileage.

1949 Chevrolet Fleetline 6-seater saloon, air scoop front as condition.

1948 Chevrolet Fleetline 4-door 6-seater saloon, 15,000 miles only.

1945 Chevrolet Roadmaster 5 special 6-seater saloon seat covers, etc.

1949 Ford V8 Custom 6-seater drop head coupe (convertible), overdrive, etc.

1947 Ford Mercury 6-seater saloon, American mechanical drive.

1949 Mercury 8-seater drop head coupe (convertible), electric hood, overdrive.

1948 Oldsmobile Dynamic 6 special, de luxe 6-seater saloon with hydraulic drive.

1947 Pontiac Streamliner 6-seater model, all extras, immaculate.

1948 Pontiac Streamliner 6-seater saloon, hydraulic drive, etc.

1948 Pontiac Streamliner 6 saloon, hydraulic drive, etc.

NOTES and prices of above see under respective classifications or phone, write or call—

CAMDEN MOTORS, 15, Leinster Road, Dept. 6296, Barnside Yard, off Elgin Ave., W.9. Tel. 595-7-5. 14446

AMERICAN CARS

DICKS.

1939 Hudson 22 foursome coupe, special model; dealer's estate bargain, £495.

1938 Hudson 22 saloon, special de luxe model, good tyres, £475.

1937 Studebaker 26hp drop head foursome coupe, recent engine overhaul, good tyres, £575.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. 5689-5. 13462

SIDNEY MARCUS, Ltd.

1947 Buick saloon, low mileage, r.h.d., radio, etc., immaculate, £2,375.

1950 Chevrolet de luxe saloon, low mileage, as new.

SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. 5507 4070. 14561

American Cars Wanted

DICKS.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. 5689-5. 11234

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all model American cars. Wembley 8691-2. 10547

SIDNEY MARCUS, Ltd.

BIGGEST buyers of American cars.

URGENTLY require post-war American cars—33, Sloane St., S.W.1. Tel. 5507 4070. 11507

A MERICAN saloon wanted, r.h.d.; price region £2,000.—Box 5073. 10594

PRIVATE buyer requires post-war Studebaker, Chevrolet, or similar, converting preferred, maximum 1930s.—Box 5002. 13963

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models American cars. Tel. Wembley 8691-2. 10476

ARMSTRONG SIDDELEY

PASS & JOYCE, Ltd., offer—

1950 Armstrong Siddeley 18hp Lancaster saloon, grey/blue, synchromesh gears, excellent condition, one owner.—184, Gt. Portland St., W.1. Museum 11596

W. J. BROWN, Ltd.

1947 (July) Armstrong Hurricane drop head four-seater, black, maroon, £895.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 414.

A DJACENT Finchley Road Stations. 14257

NORMAN AUTOS offer—

1939 Armstrong 25 7-seater division saloon, practically unscratched; £425.—344-354, London Rd., Epsom. Thornton Heath 4657. 12286

SOL & SLATTERY, Ltd., offer—

1947 Armstrong Siddeley Lancaster 4-door saloon, black, one owner; £925.

44-46, Alderman Hill, N.15. Tel. Palmers Green 13075. 14339

CUY SALAMON AUTOMOBILES, Ltd., offer—

1950 (September) Armstrong Siddeley 18hp Hurricane coupe, 12,000 miles, as new; £1,450.—10, Fortismouth Rd., Thames Ditton, Esherbrook 5551-2-3.

GORDON CARS (LONDON), Ltd., 1950 Armstrong 18hp Hurricane coupe, black.

GORDON HOUSE, 373, Euston Rd., London N.W.1. 12358

1937 Armstrong 17 sports saloon, black, red leather, good condition; £225.

DODGAS CAR SALES, 906/22, Great Cambridge Rd., Enfield. Tel. Enfield 5150. 15009

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition; £1,075.

MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9062. 14226

A RMSTRONG SIDDELEY Lancaster saloon, 1935, 56,000 m.m., one owner, maintained by mechanics in every respect.—Tel. Knutsford 2001. 14003

CASS'S MOTOR MART—1939 Armstrong Siddeley 18hp saloon, black, brown hide, mileage 33,000 miles, immaculate, written guarantee.—3, Warren St., Euston 411. 14771

1949 (Feb.) Armstrong Siddeley Hurricane, grey with black leather, new hood, radio and heater, excellent condition throughout, including tyres.

WHEELERS (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1030-1. 13971

1934 Armstrong Siddeley swept back saloon de luxe, 1934, brown, brown leather, one owner, 24,000 miles, £350.—E. F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon. Addiscombe 3066. 14850

1950 engs.—Armstrong Siddeley, May 1947, Lancaster 4-door saloon, black, sliding head, brown leather and cloth upholstery, radio, heater, small mileage, exceptional condition, taxed; terms; exchanges.—

695 engs.—Armstrong Siddeley, June 1946, Hurricane 16hp four-seater drop head coupe, black, brown leather, manual gearbox, Masterdine, excellent condition; terms; exchanges.—Rowland Smith, below.

265 engs.—Armstrong Siddeley, 1947, 17hp 4-door sports saloon, sliding head, green leather, pre-selector, very good condition; terms; exchanges.—Rowland Smith, below.

175 engs.—Armstrong Siddeley, 1935 model, 12hp 4-door sports four-seater, black, sliding head, green leather, pre-selector, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 14503

ARMSTRONG SIDDELEY

A RMSTRONG SIDDELEY 18hp Typhoon, 1949 export model, pre-selector, heater, taxed to outstanding performance and first class throughout, including maker's servicing and 6 new H.D. tyres; £1,250.—Watford 5657.

£885—1947 Armstrong Hurricane foursome drop head coupe, black, maroon, maroon interior, box, excellent condition throughout.—Ray Motors, 160-164, West End Lane, N.W.5. Hampstead 6300. 15678

A RCHIE SIMONS & Co., Ltd., 1949 Armstrong A Siddeley Typhoon saloon, colour black universal gear change, nominal mileage, one owner, faultless throughout; £1,075.—94, Gt. Portland St., W.1. Lan. 1543. 14277

WALTER SCOTT, Ltd.—October, 1946, Armstrong Hurricane coupe, maroon, carefully used, excellent condition; £745; terms; exchanges.—39, Coleridge Crescent, Hampstead. N.W.3. (Finchley Road Tube.) Pri. 5814. 10937

1948 (May) Armstrong Siddeley Typhoon saloon, black with brown leather, one owner, meticulously maintained and in superb and spotless condition, thoroughly recommended; written guarantee; terms; exchanges.—H. F. Edwards, 28, Upper High St., Epsom 8400. 14760

CAMDEN MOTORS—Armstrong Siddeley 16hp Typhoon saloon 1947, in dark blue with fawn interior, fitted heater and passlights, manual synchromesh gear change, serviced and maintained by country distributors, recent complete engine overhaul; exceptional value at £795.

C case foursome drop head coupe, late 1947 model, one fastidious owner, extensively equipped and immaculately maintained, fitted R.M.V. press-button radio heater, Regency tailored loose seat covers, passlights, Box car wire Rohrer, etc., etc., genuine low mileage; £875.

CAMDEN MOTORS—Armstrong Siddeley 16hp Typhoon saloon 1949, in black with black leather interior, synchromesh gears, air conditioning, etc., exceptional condition throughout, free of rust, replaced by brand new Dunlops; outstanding value at £845.

CAMDEN MOTORS—Armstrong Siddeley 20hp long chassis 7-seater limousine, equipped with face-forward occasional seats, winding device, wheel disc-brakes, etc., excellent runner with good tyres, just the job for the country hire operator; £195.

CAMDEN MOTORS, Ltd., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines). Write for post-free catalogue of 400 cars; hire purchase, part exchanges; fares reduced to purchasers from 25% of the cost; free delivery anywhere in the United Kingdom; showrooms open till 9 p.m. Monday to Saturday.

1946 Armstrong Siddeley Hurricane, first registered 3 1/2 hp and owned only by one careful driver, this car, which has a manual gear box, exceeds all in its performance and general feeling are superior to many of the latest cars of its type. We welcome an inspection at such a price; £1,795.

DICKSON & ADAMS (LUTON), Ltd., Bridge St., Luton, Beds. Tel. Luton 3355. 13964

A & S Limousine 1938/25hp, partition, widest certified mechanically.

1939 17hp Limousine, widest occasional, black, certified mechanically.

A LPE & SAUNDERS Ltd. Providence Court, North Audley Street, Mayfair-9841. 13172

Armstrong Siddeley Cars Wanted

A NY post-war Armstrong Siddeley wanted.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6048. 13545

ROWLAND SMITH's, the Armstrong buyers—Hampstead Rd. H8, (Hampstead Tube), Ham. 6041. 10914

CASH immediately for good Armstrong Siddeley.—C. H. F. Edwards, 28, Upper High St., Epsom 8400. 14760

MARSTON MOTOR CO. Ltd., for your Armstrong Siddeley Typhoon, Tel. 8000, Seven Sisters Rd., Tottenham N.15. 10143

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-3, Peter St., Manchester, Tel. Blackfriars 7843. 10601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. 10515

Armstrong Siddeley Spares and Service

A ROOT MOTORS, Ltd.

A ROOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—1169, Fulham Rd., S.W.3, Kensington 7801.

A ROOT MOTORS, pre-selector gear boxes, exchange and repairs.

A RMSTRONG SIDDELEY Owners.—Complete overhaul service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshop.

A ROOT MOTORS, Ltd., 169, Fulham Rd., S.W.1. Write, call or phone Kensington 7801.

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. 10770

BIRMINGHAM distributors spare parts from 1932.—Frank Mosley (A. S. S.), Ltd., The Old Bank, Seward St., Birmingham, 18. Edg. 0615. 10540

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London and District distributors, Works Hawley Crescent, Camden Town, Tel. Gai. 4141.

HENLY'S, Ltd., Chestnut Hill Rd., Manchester, & have large stocks of spares; recommending cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6215.

CENTRAL GARAGE, Croydon, distributors for 1938 Armstrong Siddeley cars, sales, spares and servicing, complete overhaul, mechanical or coachwork.—20, Gai. 7464. 11999

A STON MARTIN

BROOKLANDS for individuality.

R MARTIN distributors new 2.6-litre for demonstration.

BUY or sell your car at

103 New Bond St., London W.1. Mayfair 8551-6. 14544

1937 8-litre Aston Martin coupe, good condition; £200 or near offer. District Garage, Belsay, Cheshire. 14653

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN
 1935, maintained Priory Motors, four
 new tyres, excellent condition throughout, can be
 seen in Windsor area by appointment, £650 or near offer.
 —Box 5058.

ASTON MARTIN, 2-litre black saloon, 1937, moderniza-
 tion body, condition as new, any trial or examination.
 Tel. 7520—Tel. 7520, Baitley, 14, Woodland Place,
 Tisbury Rise, Shaftesbury.

ASTON MARTIN 1936 2-litre speed model, black, 4555
 excellent condition, ready for racing, 1937
 Phoenix Park record for 2-litre, £500 or near offer.
 Tel. 7525 after 7 p.m. and week-ends.

1932 Aston Martin 12hp 4-seater tourer, new hood
 side curtains, tonneau covers, tyres, re-
 painted, rechromed, outside exhausts, in 100% all-round
 condition, taxed, £150—Vintage Autos, 7, Ellis St.
 Sloane St., Knightsbridge. Sloane 8588. 14643

£425, or near—For quick sale, sensational 2 1/2-
 litre, racing Dunlop, new hood new instruments,
 chrome copper exhaust with Swanee whistle, very fast,
 21mpg, perfect, 1-litre, 4000, 14, Woodland Place,
 Tisbury Rise, Shaftesbury. 1418, before 10 a.m., Sunday any time.

£795—Enthusiast's opportunity: 1939 Aston
 saloon, in amazing mechanical and general condition,
 maintained, serviced and equipped utterly regardless of
 cost by previous owner, complete engine reconditioning
 carried out this year including rebuilt, reformed crank-
 shaft, all new bearings and timing of valve train, con-
 siderable new cooling system and comprehensive overhauls
 throughout, speedometer included. Redes
 Cavanagh, 1939, 2-litre, 4000, 14, Woodland Place,
 Tisbury Rise, Shaftesbury. 1418, before 10 a.m., Sunday any time.
 Car Care robust with performance meters incorporated,
 tone, passalights and dual horns, etc. the performance
 can best be judged by a trial of the car itself which
 cannot fail to delight. 1939, 2-litre, 4000, 14, Woodland Place,
 Tisbury Rise, Shaftesbury. 1418, before 10 a.m., Sunday any time.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.
 Tel. 2041 (5 lines). Write for post-free catalogue,
 hire purchase, part exchanges, free delivery, showrooms
 open till 8 p.m. Monday to Saturday. 14643

Aston Martin Cars Wanted
 Priory Motors Ltd. for cash, full details—
 6041.

ROWLAND SMITH'S, the Aston Martin buyers—
 6041, Hampstead High St. (Hampstead Tube). Ham.
 6041.

Aston Martin Spares and Service
 Priory Motors, Ltd. 6041.

SOLE suppliers of spares for all Aston Martin cars
 produced up to 1940, specialist servicing facilities,
 2-litre reconditioned engines available—Shirley
 Rd., Old Windsor, Tel. Windsor 2002-5. 10198

AURORA
 1936 Auburn supercharged Phaeton Chas.
 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 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2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 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2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 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3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3691, 3692, 3693, 3694, 3695, 3696, 3697, 3698, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713, 3714, 3715, 3716, 3717, 3718, 3719, 3720, 3721, 3722, 3723, 3724, 3725, 3726, 3727,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- 1949** Austin A40 Countryman, mist green with brown leather, £345. (1498)
- 1949** Austin Countryman, mist green with brown leather, £365. (1499)
- 1949** Austin A40 Countryman, mist green with brown leather, £375. (1500)
- THE** above cars have been overhauled in our works and carry our three months' printed guarantee. (1501)
- H. A. SAUNDERS, Ltd.,** Austin House, Castle St., Worcester, Tel. 2563. (1498)
- 1948** Austin A40 saloon, maroon, beige leather, 25,000 miles, immaculate, £335. (1502)
- 1950** 15,000 miles, £1,000.—H. A. Saunders, Ltd., 330, Euston Rd., N.W.1, Euston 4511. (1503)
- 1950** Austin A40 Devon saloon, black, brown, maroon, exchanges, terms, £345. (1504)
- PHILIP HAYES, Ltd.,** 113, Bishop's Bridge Rd., Paddington, W.2, Paddington 6095. (1505)
- 1949** Austin A40 Devon 4-door saloon new engine, grey with fabric upholstery, price £375, terms. (1506)
- CLIFFORD GREEN GARAGE, 122, Clifton, York, 16, 55330.** (1507)
- 1949** A40 4-door, leather, heater, pale blue, taxed, as new, £345.—Weston-Super-Mare 5114. (1508)
- 1950** (June) Austin A40, radio, 6,000 miles, Ernest Sutton, Tel. Rogate 4 (trade only). (1509)
- 1949** A40 Devon, recently overhauled by makers, £375.—Oxford, 67, George St., W.1. (1510)
- 1948** Austin A40 Dorset saloon, heater, reconditioned engine, 12,000 miles, one owner, nice car, £325. (1511)
- FERRARIS OF CRICKLEWOOD, Ltd.,** 200-220, Cricklewood Broadway, N.W.2, Crick. 2534. (1512)
- 1950** (July) Austin A40 van, small mileage, heater, fitted, one owner, £360.—Buntingford, Hertford 525-5. (1513)
- 1949** Austin A40 4-door saloon, radio, heater, taxed, £325.—Grove Motors, North Rd., Southall 3477. (1514)
- 1949** miles only, 1950 Austin A40 saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1515)
- 1949** (Oct.) A40, 11,000 miles only, as new, unused, heater, sliding roof, £350.—Paul, Leamington 4067. (1516)
- GOLDERS GREEN—H. A. Saunders, Ltd.: 1950** Austin A40 saloon, black, grey/b, leather, radio, heater, 8,000 miles, £1,115. (1517)
- 1949** Austin A40 Devon saloon, black, fitted heater, £375.—144, Gowers Green Rd., Tel. Spe. 6011. (1518)
- 500** miles only, Austin A40 saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1519)
- 1950** Austin A40 radio, heater, 5,000 miles, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bristol Place, W.1, Mayfair 5612. (1520)
- AUSTIN A40 1950, fitted heater, de luxe model, only run 200 miles, £1,500.—James Hanlon, 9, Kirkpatrick St., Glasgow, Bridge 1952. (1521)**
- £725** Austin A40 Dorset saloon, beige, brown leather, fitted heater, and taxed, this is definitely the cheapest A40 advertisement. (1522)
- BARKETT, Ltd.,** 10, Barkings Rd., East Ham, E.6, Grange 4514. (1523)
- AUSTIN A40 black, Devon saloon, sliding roof, heater, 5,500 miles (Sept. 1950), new, £1,125.—H. C. Paul, Ltd., Birmingham, Mid. 4501. (1524)**
- 1949** Austin A40 4-door, blue, 15,000 miles, excellent condition, Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temp's Bar 5535. (1525)
- ROY'S AUTOMOBILES, Ltd.,** offer A40 saloon, 7,000 miles, £1,525, also A40 saloon, 8,000 miles, £1,495.—127, Parkway, N.W.1, Euston 2700. (1526)
- 1950** Austin A40 Devon saloon, finished in green with olive leather upholstery, 8,000 miles, one owner in immaculate condition throughout. (1527)
- ARTHUR MULLINER, Ltd.,** Bridge St., Northampton, Tel. 807. (1528)
- CENTRAL GARAGE, Croydon, offer—Austin A40 4-door with grey leather upholstery, excellent condition, only £350.—Central Garage, Tel. Croy. 7464. (1529)**
- 2,400** miles, 1950 Austin A40 saloon, olive green, brown leather, definitely as new throughout, £1,150, exchanges considered.—Turner, Pat. 7955. (1530)
- 1950** Austin A40 saloon, low mileage, choice of two new radio, from £1,050.—Alley & Bernard Ltd. 372, Kines Rd. Chelsea, Tel. Flaxman 7845. (1531)
- 1950** A40 saloon, sun roof, heater, radio and loose cover, 10,000 miles, bottle green, £1,115.—Davidson, Silhouette House, Innerleithen, Peeblesshire, Tel. 10. (1532)
- 1950** (Oct.) Austin A40, fawn, heater, 5,000 miles, as new, £1,155, exchanges, deferred terms.—John S. Trankell, Ltd., 173, Westbourne Grove, W.2, Bay. 4474. (1533)
- 1949** Austin A40 Devon 4-door saloon, one owner, very carefully used and maintained, beautiful condition, £355.—Pantiles Service Garage, Lond. N. Rd. Guildford 5526. (1534)
- 1949** Austin A40 4-door saloon, nominal mileage, paintwork upholstery, free exchange, £350, accept £325.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Watlington 6677. (1535)
- 1950** A40 4-door saloon, really clean inside and out, mileage 14,000 on our black one owner, £395.—114, Broomfield Rd., Watlington, Surrey, Watlington 6677. (1536)
- 1950** Austin A40 saloon, 4,000 miles, finished in blue, 1111, brown leather interior, radio, heater.—Lamb's Ltd. Stand House, Southend Rd., Woodford Essex, Wm 0125 (in lines). (1537)
- WALTER SCOTT, Ltd.—1949** Austin A40 Devon saloon, blue, heater, excellent throughout, one owner, £360, terms, exchanges.—59 College Green, Hampstead, N.W.4, Finney Road, Tel. Pri. 5015. (1538)
- £866** Austin A40 de luxe 4-door saloon, fitted leather upholstery, sunroof, radio and heater, in radio, beautiful, spotless, original condition, absolute fit at this price, 3 months' guarantee, hire purchase, exchanges. (1539)
- L. ABLES OF WOOD GREEN, Finchley Showrooms, 271, High Rd., Finchley, N.12, Pin. 6221. (1540)**
- 1950** A40 black, heater, roof, radio, 11,500 miles; heater, trade and part exchange enquiries invited.—J. P. Morley, Ltd., 54, Streatham Hill, S.W.2, Tulse Hill 4409. (1541)
- 11000** miles only, September, 1949, A40 Devon saloon, immaculate, spare unused, 3 months' guarantee, £1,050, terms, exchanges, list.—Lawson Pigott Motors, Ltd., 320-2, King St., Hammer-smith, W.6, Tel. Riverside 4111 and 4051. (1542)
- 1950** Austin A40 special estate, heater, radio, foglamps, attractive lime, immaculate condition, finished, polychromatic silver grey, brown red interior, used 7 months only; £1,150.—Hill-Venning Manor Rd., Farnborough, Hants, Tel. 1175. (1543)
- 895** ens.—Austin A40, reg. August 1949, Dorset saloon, 5,500 miles, black, brown leather, heater, one car owner, small mileage, exceptional condition; terms, exchanges, list, pen 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1544)
- Austin A40 Cars Wanted** (1545)
- THE CAR MART, Ltd.,** (1546)
- AUSTIN cars** (1547)
- REQUIRED immediately.** (1548)
- MAKE** your enquiries to (1549)
- AUSTIN House, 297, Euston** (1550)
- ROAD, London, N.W.1.** (1551)
- TELEPHONE:** Euston 1212. (1552)
- A40** car wanted—Mao, 12, Bramblewood (0957) (1553)
- 1949** Austin A40 immediately—30, Ryecroft Rd., S.W.2, Tulse Hill 4409. (1554)
- ROWLAND SMITH'S, the Austin A40 buyers—Hampstead High St., Southport, Tel. 2266. (1555)**
- C** object—Hampstead High St., Southport, Tel. 2266. (1556)
- ALMOST** new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 4409. (1557)
- AUSTIN A40 cars wanted—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2, Tudor 2501-2. (1558)**
- NORMAN AUTOS offer—** (1559)
- 1938** (late) Austin 12 saloon, immaculate condition, 6450—554, London Rd., West Croydon, Thornton Heath 4657. (1560)
- 12hp** Austin saloon, 1939, black, very well maintained. (1561)
- WADCOLE MOTORS, 150-6, West End Lane, N.W.6, Hampstead 1177. (1562)**
- 1938** Austin 12 Ascot de luxe saloon, one owner, 45,000 miles only, probably the best example on offer 10-14, £560. (1563)
- C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6256-7. (1564)**
- 1939** Austin 12 saloon, in good condition, taxed, £465.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (1565)
- 1947** (Dec. 1946) Austin 12 saloon, in excellent condition, £750.—John Gray, 20, Hermitage, N.W.2, Shepherd's Bush 4496. (1566)
- 1947** Austin 12, 25,000 miles.—Gerry Brown, Motors, 55-57, South Edwards Square, London, W.1, Waterloo 4351. Trade only. (1567)
- £465** Austin 12 4-door de luxe saloon, 1939, recent extensive overhaul; bargain.—Bray Motors, 199-184, West End Lane, N.W.6, Hampstead 6400. (1568)
- 1938** Austin 12 saloon, one owner, genuine total mileage, very good condition throughout.—Readmore Service, 26, Queensway, Bayswater 0156. (1569)
- 1936** Austin 12 Ascot de luxe saloon, completely overhauled, excellent condition, one owner, 55,000 miles, £590.—Cadmam, 24, Somers Rd., Reigate, Tel. Reigate 5112. (1570)
- 1939** Austin 12 4-door saloon de luxe, very good mechanical condition, now being resprayed black, taxed, £45.—Garage Service Co., Hoop Lane, Gowers Green, N.W.1, Smeeth 5409. (1571)
- 1939** Austin 12 Ascot de luxe saloon, £425, also 1939 Gordon 4-door saloon, £425, also 1936 Austin 12 6, super condition, new tyres, ready to go, when, £200.—A.Z. Motors, Palmington Rd., N.W.6, Mid. 4723. (1572)
- 1947** Austin 12 saloon, sun roof, black, brown leather, a spotless car in first-class order, has been decolored, disc brakes relined, reconditioned engine fitted, 12,000 miles, a/c, A/c wheel, £755.—Victory Car Hire, Ltd., Primrose Gdns, London N.W.1, Primrose 242-2. (1573)
- Austin Twelve Cars Wanted** (1574)
- THE CAR MART, Ltd.,** London distributors, wish to purchase Austin 12 cars.—207, Euston Rd., N.W.1, Euston 1212. (1575)
- CASH** buyers of low-mileage Austin 12s; distance no object.—Hampstead High St., Southport, Tel. 2266. (1576)
- ROWLAND SMITH'S, the Austin 12 buyers—Hampstead High St., Southport, Tel. 2266. (1577)**
- 1937-8-3** Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2, Tudor 2501-2. (1578)
- RAYMOND WAY, the hire-purchase specialists, are still buying Austin 12s and have guaranteed cash value.—Canterbury Rd., Kilburn, N.W.6, Mayfield 110 line. (1579)**
- 1934** Austin 14 de luxe saloon, engine overhauled, unusually well kept, taxed, guaranteed; £1,195. (1580)
- C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (1581)**
- GOLDERS GREEN—H. A. Saunders, Ltd.: 1938** Austin 14 3/4 roof saloon, blue/olive, exceptional condition; £515.—144, Gowers Green Rd., Tel. Spe. 0011. (1582)
- AUSTIN SIXTEEN** (1583)
- CAR MART, Ltd.,** (1584)
- LONDON Distributors.** (1585)
- 1948** Austin 16 saloon, 11,000 miles, £1,095.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. (1586)
- W. ANSTADT MOTORS, Ltd., offer—** (1587)
- 1948** Austin 16, green, all leather, excellent condition, one owner, £858. (1588)
- D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer—** (1589)
- 1948** Austin 16, colour grey, brown leather interior, excellent condition throughout; £1,000.—D. J. Shepherd & Co. (Enfield), Ltd. 436, Hertford Rd., Enfield, Howard 1631. (1590)
- 1938** Austin 16 de luxe saloon, reconditioned engine, £1,000.—D. J. Shepherd & Co. (Enfield), Ltd. 436, Hertford Rd., Enfield, Howard 1631. (1591)
- 1939** Austin 16hp Windsor 7-seater, V-8, upholstery, 90,000 miles, one owner.—Box 500. (1592)
- ROY'S AUTOMOBILES, Ltd., offer 1948** Austin 16 saloon, low mileage, £375.—127, Parkway, N.W.5, Euston 2700. (1593)
- 1937** Austin 16 d/l saloon, really above average condition, new tyres, £325.—A.Z. Motors, Rammerston Rd., N.W.6, Mid. 4723. (1594)
- 1946** Austin 16hp de luxe saloon, 20,000 miles only, as new throughout, £785.—Colin Haines, Ltd., 58a Boudon St., W.1, Mayfair 2536. (1595)
- L. F. DOVE** offer 1946 (Oct.) Austin 16 saloon, black L with brown, care careful owner, superb condition, £775.—69, Broadway, Wimbledon, S.W.19, Liberty 1759. (1596)
- FOR** sale, 1949 Austin 16 blue saloon, radio, heater, foglamps, one careful owner, 5 excellent tyres, mileage 20,000, first-class condition, £1,050, seen Saturday, appointment.—Box 4943. (1597)
- 1936** de luxe, good tyres and good runner, ideal for car, £399, part exchanges, deferred terms.—Chains Garage, Hanger Lane, Western Ave., E.14, W.5, Gervase 4404-5. (1598)
- 1949** Austin 16 saloon with radio and heater; this car has only been driven by one careful owner; its general appearance and performance are exceptional; this is one of the best genuine post-war cars in the country, £1,050. (1599)
- DICKINSON & ALMES (LUTON), Ltd., Bridge St., Luton, Beds, Tel. Luton 5535. (1600)**
- 895** ens.—Austin 16, 1949, de luxe 4-door saloon, upholstery, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1601)
- 1949** (Jan.) Austin 16 de luxe sun saloon, finished in black, brown leather upholstery (cloth rear), 22,000 miles, one owner, 1949, brand new car, built in radio, A/c disc, taxed December, in really perfect condition throughout, trade enquiries welcomed. (1602)
- MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2501-2. (1603)**
- £488** Austin 16 saloon, immaculately finished interior, absolutely unimpaired interior, weather outstanding, mechanically excellent; this vehicle is a brand new car, compared with other to realise its outstanding condition, three months guarantee, hire purchase, exchanges. (1604)
- LAMBS OF WOOD GREEN, Finchley Showrooms, 271, High Rd., Finchley, N.12, Pin. 6221. (1605)**
- HIRE CAR (1950)** partition, widest forward view, all leather, 28,000 miles, reasonable cost.—L. ABLES & SONS, Ltd., Providence Court, Court, 1, Audley Street, Mayfair-2941. (1606)
- Austin Sixteen Cars Wanted** (1607)
- THE CAR MART, Ltd.,** (1608)
- AUSTIN cars** (1609)
- REQUIRED immediately.** (1610)
- MAKE** your enquiries to (1611)
- AUSTIN House, 297, Euston** (1612)
- ROAD, London, N.W.2.** (1613)
- TELEPHONE:** Euston 1212. (1614)
- AUSTIN 16 wanted, low mileage.—C. S. Hall, 1095, King St., Hammer-smith, W.6, Tel. 2266. (1615)**
- CASH** buyers of low-mileage Austin 16s; distance no object.—Hampstead High St., Southport, Tel. 2266. (1616)
- ROWLAND SMITH'S, the Austin 16 buyers—Hampstead High St., Southport, Tel. 2266. (1617)**
- AUSTIN 16s wanted—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2, Tudor 2501-2. (1618)**
- CAR MART, Ltd.,** (1619)
- LONDON Distributors.** (1620)
- 1950** Austin A70 saloon, 9,000 miles, £1,545.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. (1621)
- 1950** A90 Austin, power hood, radio, heater, £1,500, certificate 9,000 miles, £1,250 for quick sale.—WADHAM GARAGES, Ltd., Western St., Mayfair, after 5.30 p.m. (1622)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4½-litre)

BENTLEY (3½- & 4½-litre)

BENTLEY (3½- & 4½-litre)

H R. OWEN, Ltd.
R Berkeley St.
17 HEAT Britain's leading specialists in Rolls-Royce and Bentley cars.
C PROUD members of the Swain Group.
A NATIONAL motoring organisation.
1934 Bentley 3½-litre sports saloon S.R. by Thrupp and Maberly in dark blue with chrome wall-to-wall leather, extras, a lovely car. —Ref. H.7582.
1936 Bentley 4½-litre pillared sports saloon (SR) by Vanden Plas in black, upholstered grey leather, a handsome model. —Ref. H.7582.
1937 Bentley 4½-litre sports saloon (SR) by Hooper in black, upon silver black hide, extra six months' guarantee. —Ref. H.7582.
1938 James Young in black, upholstered maroon hide, extra in excellent condition. —Ref. H.7582.
A All cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. —Please write or phone for details to
H. R. OWEN, Ltd.
17 Berkeley St.,
LONDON, W.1.
TEL. MARLIN 8090.
FOX
O Officially appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, have a large selection of guaranteed Rolls-Royce and Bentley cars, including the unmentioned:
1948 Bentley 4½-litre saloon on Bentley chassis, grey with maroon leather. £4,450.
H. A. FOX & Co., Ltd., Burlington Gardens, Old Bush St., W.1. Tel. RE. 7587.
FOX
RIPPOON
RIPPOON
RIPPOON BROS., Ltd.
NORTHERN Bentley specialists.
1950 Mark VI standard steel saloon, tudor grey with maroon leather.
1949 Mark VI standard steel saloon, tudor grey with grey leather.
1948 (Imp.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium hand-rod.
1947 (Nov.) Mark VI standard steel saloon, black with blue leather.
FOR further particulars please contact the largest Bentley distributors.
RIPPOON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. (1906)
PARK WARD & Co., Ltd.
OFFICIAL Bentley retailers.
OFFER Slightly used Bentley Mark VI cars; details on application.
PARK WARD & Co., Ltd., 475 High Rd., Willesden, London, N.W.10. Tel. WILDESAN 0015. (16035)
TOM GARNER Ltd.,
1949 Bentley 4½-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles.
1950 Bentley 4½-litre Mark VI 4-door sports saloon by H. J. Mulliner, grey with maroon, 6,000 miles only.
TOM GARNER Ltd., 10-12, Peter St., Manchester 2, B.A.C. 550-6.
JACK OLDING, of Mayfair.
OFFICIAL Rolls-Royce and Bentley Retailers.
OFFER—
1950 Mark VI Bentley standard saloon with dir. black with beige ltr.
1950 Mark VI Bentley standard saloon, green with beige ltr.
1950 Mark VI Bentley standard saloon, black.
1949 Mark VI Bentley standard saloon, black with brown ltr.
1948 Mark VI Bentley standard saloon, metallic grey with grey ltr.
1947 Mark VI Bentley four-door d.h. coupe by Park Ward & Co. with grey.
1947 Mark VI Bentley Special 2-door saloon by H. J. Mulliner, grey with brown ltr.
DELIVERY of new and used cars quoted on application.
A. UDLEY House
1 NORTH Audley St., W.1. (14365)
R C MORTLAKE offers—
1936 4½ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork reconditioned, most attractive. £1,590.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ludbrook 5153; after 5.30 p.m. 5154.
SWANMORE GARAGE, Bournemouth. (3751)
1949 Bentley Mark VI S.S. saloon, 24,000, dir. blue, superbly leved. £4,975.
1938 Bentley 4½-litre Park Ward saloon, works reconditioned engine.
1938 Bentley 4½-litre Park Ward saloon, exceptional condition.
1937 Bentley 4½-litre Park Ward saloon, two-tone grey, very lovely.
1935 Bentley 3½-litre 2-door d.h. coupe.
EXCHANGERS, terms—Swanmore Garage, Rolls and Bentley Specialists 1176-1190, Christchurch Rd., Bournemouth. Tel. Southdown 1022. (14346)

C CAR MART, Ltd.
1950 (Oct.) Bentley Mark VI standard steel saloon, black, brown hide upholstery, 500 miles, £6,495.
1948 (Nov.) Bentley Mark VI standard steel saloon, black, brown leather, 23,000 miles, in excellent condition, passed manufacturers, £4,250.
CAR MART Ltd., Grosvenor House, 150, Park Lane, W.1 (corner of Piccadilly) Grosvenor 3434. (14399)
BROOKLANDS for Individually.
1949 Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.
B 103, New Bond St., London, W.1. Mayfair 8551-6. (14550)
HAROLD RADFORD & Co., Ltd.
IRVING you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Malton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (12024)
MKINNON MOTORS, Ltd. offer—
1938 (March) Bentley 4½-litre L.S. Series Thrupp and Maberly semi-racer edge saloon, black.
MKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington Surrey. (Midway main line between Croydon and Sutton or rail from Victoria to Wallington station). Established 1906. Tel. Wallington.
MANN EGERTON & Co., Ltd., offer—
1950 Bentley Mk. VI steel saloon, black with fawn hide upholstery, latest modifications, 12,000 miles.
1949 Bentley Mk. VI steel saloon, black with fawn hide upholstery, modifications include screen and 1951-type wheel discs, 41,000 miles only.
1948 Bentley Mk. VI steel saloon, black with fawn hide upholstery, 25,000 miles only.
14 Berkeley St., London, W.1. Regent 2073. (14255)
COOMBS & SONS (GUILDFORD), Ltd., offer—
1938 Bentley 4½ Park Ward saloon, respayed. £2,540.
1947 (Oct.) Bentley Mark VI saloon, all 1950 engine modifications, £3,895.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU20 0-9. (1525)
GUY SALMON AUTOMOBILES, Ltd., offer—
1949 Bentley Mark VI standard steel saloon, specially finished in black and maroon, with maroon leather, 1951-type wheel discs, 41,000 miles, passed out by makers, a most superb specimen, £5,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.
LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 8090 (10 lines).
ACLAND & ZABOR, Ltd., Weylyn 481, offer with a three months guarantee:
1947 Bentley Mk. VI standard steel saloon, one owner, Bentley maintained, beige leather, all new tires, condition as new. £3,950.
1947 Bentley 4½-litre 4-door sports 4-litre saloon, by Vanden Plas, grey and black, exceptional condition. £4,950.
CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:
1949 Bentley Mark VI standard steel saloon, mid-night blue, pale blue hide, chrome beading, wheel spats, plated upholstery, etc., one owner, 29,000 miles outstanding condition. £4,895.
18 Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, Barnside Yard, off Klein St. Ave., W 8 Cunningham 5956-8. (14796)
1950 (July) Bentley Mark VI standard steel black, 6,000 miles.—Ernest Sutton, Tel. Regent 4 (trade only). (14493)
14 ½-litre Bentley saloon, over £500 spent with makers' bills shown; £1,695.—Lawton-Goodman, 36, North Audley St., W.1. (1268)
1934 Bentley 3½-litre sports saloon, in exceptional condition throughout, body by Thrupp; price £1,000; terms available. (19735)
CLIFFTON GREEN GARAGE, 122, Clifton, York, Tel. 5250.
1949 Bentley Mark VI Park Ward drop head coupe, black, mileage 5,225; offers over £5,000.—H.M. King, W.C.1.
1948 Bentley Mark VI saloon, black, brown leather, 20,000 miles, one owner, most exceptional condition. £4,950.—Also
1948 Bentley Mark VI saloon, blue and grey, blue very carefully used, £4,195.
CASTLE'S, Church Gate, Leicester. 62551. (14350)
1935 Bentley 3½-litre 4-door Park Ward saloon, metallic grey with green leather; £1,200.
Mus 0985. 21, Russell St., W.C.1. (15100)
1939 4½-litre Bentley Overdrive Park Ward saloon, fitted H.M.V. radio, grey with brown leather, immaculate condition throughout. (14843)
CORRIGAN NEWMAN CO. (BRIGHTON), Ltd., 39-40 St. George's Place, Brighton, Tel. 2102. (14114)
1932 Bentley 4-litre sports saloon, immaculate condition, heater, radio, any examination, first offer over £2,450 accepted. Box 5045.
JEDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272. Officially appointed Bentley retailers and repairers; reliable used cars in stock. (14158)
1950 Bentley Mark VI, standard steel body, black, 600 miles, Weylyn 5205. (14114)
1948 Bentley Mark VI, 31,000 miles, grey. £4,200.—Clayton's Cars (London), Ltd., Euston 184.
1948 Bentley Mark VI, Euston 2228 (5 lines). (14158)
1935 Bentley 3½-litre 4-door sports saloon, excellent condition throughout; part exchange may be car—Taxi or 37, Euston Park S.W.7. Western 0196. (19299)

J B. BARCLAY, Ltd.
LARGEST official retailers of Bentley and Rolls-Royce. Stock list of used models on request to:
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. 10067
1936 37 Bentley 4½ Park Ward drop head coupe, small mileage, radio and heater.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3564. (19102)
BENTLEY 4½-litre, first registered 26/9/47, fitted with a luxurious sports saloon body by Vanden Plas, very carefully maintained and in first class condition throughout.
RTHUR MULLINER, Ltd., Bridge St., Northampton. A. Tel. 907. (14567)
1949 (February) Bentley Mark VI sports saloon by Fredson and Webb grey and maroon with grey leather, one owner, 35,000 miles, immaculate condition.
MISTS GARAGE, Hamstead Rd. and Bohe Hill, Birmingham, 19. Tel. Nor. 6311-2-3. (14156)
1934 Bentley 3½-litre 4-door H. J. Mulliner sports saloon, in very good order, throughout.—Paddon Bros., Ltd., 60, Cheval Place, London, S.W.7. Kensington 8377. (1474)
1936 37 Bentley 4½-litre 2-door fixed head coupe, by Vanden Plas, blue with black vines, superb condition. Term. 5660. (13966)
1939 Bentley 4½-litre super Park Ward four-door, some dark leather, immaculate condition; part exchange smaller car.—Taylor 37 Elvaston Place, S.W.7. Western 0489. (19300)
1949 Bentley 4½-litre standard steel saloon, blue, blue hide, late modifications, one owner, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Term. 5660. (14629)
1948 (November) Bentley Mark VI, maroon with beige leather, mileage 26,000, one owner, Rolls-Royce chassis, superb condition, immaculate condition, £4,200.—27, Maiford Grove, E.18. Wandsworth 2071. (14407)
CLARKES OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners used cars available for inspection. Tel. Brookwood 2201-2. (10565)
ROLLS-BENTLEY 3½-litre, first reg. July 24, 1934. Sportsman's saloon by Hooper, finished in two-tone grey, unmarred, grand chassis, £1,075.—8, Cranley Mees, S.W.7. 15 minutes South Kensington Underground. Kensington 6998. (15625)
1948 Mark VI Bentley standard steel saloon, specially painted combination green and grey with painted radiator, low mileage and perfect condition, £4,650; offer to no dealer.—Apply, Henderson, Little Chalford Farm, Meibham, Wilt. (15073)
1936 August 4½-litre, GP Series, Park Ward sun saloon, 60,000 only, excellent history.
1937 July 4½-litre KT Series, James Young drop-head four-seater, many extras.
1939 Ward sun saloon, excellent history.
ALDRE & SAUNDERS, Ltd., Providence Court, North Audley Street, Mayfair. (13184)
BENTLEY (other than 3½- & 4½-litre)
PERFORMANCE CARS—Good selection always available. Able written guarantee—See under "Sports Cars". (17601)
1934 Bentley 4-door sports saloon, special body, excellent condition, price £1,050.—Central Garage, Croydon, Tel. Cro. 7464.
4 ½-litre 1932 Mulliner saloon, in first class condition, sale or exchange smaller car.—90, Brighton Rd., Hammersmith, Surrey, Hush Heath 1520.
6 ½-litre Green Label Speed 60, first reg. 1931, later fitted modern style cabriolet body, good running order; £2,550.—B. W. Moon, Bury Rd., Newmarket, Tel. 3115. (19349)
1930 4½-litre open 4-seater, new hood, tonneau, radiator, brake, brakes skinned and relined, entirely respayed and rechromed, £150 recently spent, Price class-record holder 1950-51; £350, or offer.—Suz. Cliff, Asham, Carlisle Rd., Eastbourne. (14297)
Bentley Cars Wanted
S G
OUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London, offices: 10, Huddersfield Rd., Huddersfield, W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Huddersfield, W.1. Tel. Huddersfield 5242. (19515)
MARSHALL
THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. (19553)
A BENTLEY
CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition, urgently wanted, 1935-50 Mark VI standard saloons, H. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. 5431-2. (5921)
WANTED—Bentley 3½- and 4½-litre, all types of coachwork any condition; immediate cash settlement.
MARSHALL, 869 St. Albans Rd., Watford, Tel. Watford 2569. (10497)
HOOVER & Co. (COACHBUILDERS), Ltd., St. James's St., Piccadilly, London, S.W.1. (19522)
WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be given; should you wish to visit our St. James's St. Showrooms. (6092)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted
TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars, if you have a late model car of these cars for disposal, we shall be interested to receive details.
JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

12-13, St. George St., Hanover Square, W.1. Tel. May 7444.

PRE-WAR Rolls-Bentley saloon—Carr, 5, Cavendish New South, London, W.1. (4719)

ROWLAND SMITH'S the Bentley buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

NASH immediately for good Bentley—H. F. Edwards, 154 St. Albans Rd., W.1. Langham 0012. (4771)

BENTLEYS wanted—Seatonville Garage, 175, Chesham Rd., Bournemouth. Southbourne 1002.

WEYBRIIDGE AUTOMOBILES Ltd., officially appointed special retailers, urgently require late type Bentleys (1950)

BENTLEY wanted, drop head coupe, sound Bentley history, 1935-1951—R. Mauchin, "Turves", Ruckinge, Ashford, Kent. (1934)

HAYTON MOTORS, Ltd., Birmingham, will buy or part exchange your 2½, 4 or 4½-litre Bentley—71, Broad St. Midland 2437. (1957)

WE are open to purchase any type pre-war Bentley cars complete or otherwise—Hompson, 46, Westwood, St. Crutcher's Palace, S.E.19. Liv. 3562. (1062)

WANTED, 1935 Bentley drop head coupe, must be in first-class condition—R. O. B. Thompson, 9, Beresford Drive, Southampton. Tel. 3506. (1907)

RIPPON BROS., Ltd., the Northern Bentley specialists, (all special) require 1935 Bentley car in first-class condition. Make VI Bentleys—Huddersfield 6354. (1506)

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 207. (1061)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Bentley and Rolls-Royce dealers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (1013)

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, 392, Great Portland Street, Berkeley St., W.1. May 6266. Service, works and stores. Bayswater Road, off Egin Ave. W.9. Tel. Camden 5956-7-8. (1052)

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhaul, mechanical or coachwork; large stocks of spares for all types.

WORKS—Lancaster Rd., Morden Rd., Merion, S.W.19. Liberty 7222 (19 lines). (1023)

CHARLES POLLETT, Ltd., officially appointed retailers and repairers of Bentley cars.

WORKHOUSES—Berkeley St., W.1. May 6266.

SPARE parts

SERVICE, Bayswater Road, off Egin Ave., W.9. Tel. Camden 5956-7-8. (1052)

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BRISTOL
BROOKLANDS for Individually.

1950 Bristol 400 coupe, maroon, serviced by spares.

BV or sell your car at

103, New Bond St., London, W.1. Mayfair 5551-6. (4551)

KVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews Berkeley Sq., W.1. Gros. 2563. (1026)

KVILL DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. (4067)

1950 Bristol 400 saloon, maroon, fitted radio, quite exceptional throughout, just passed by the makers.

R C WIMBORNE Ltd. 512, Bath Court Rd., London S.W.5. Fremantle 640. (755)

400 July 1949 saloon, black, under 13,000 miles. latest modifications, perfect condition.

1950 Bristol 400 saloon (1950), latest modifications, in excellent condition throughout—Stratford, Ltd., 40, Berkeley St., W.1. (1456)

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratford House, 80, Finsbury, W.1. Grosvenor 4142. (1061)

CHARLES CRICKSHANK MOTORS, The Centre Bristol, Tel. 25280—Distributors in the West for Bristol and Gloucestershire on request. (1049)

ANTHONY CROOK—1950 type 401 saloon, 1950 drop head coupe, 1949 400 saloon, specialised after sales service and accessories—Croc Motors, Bristol Distributors, Cathedral Hill, Surrey. Tel. 2232-3. (1047)

1950 Bristol 401 saloon, azure blue, heater, radio, one owner, speedometer reading 21,800; sent to manufacturer for all necessary work at 13,000 miles. price £2,950—Apply Greenhill Motor Co., Finner 60. (1048)

1950 Bristol 401 saloon, heaters, H.M.V. wire wheels, latest type close ratio gear box, small mileage, inducible from new, black beige upholstery. £3,550—Wilcocks Service Station, nr. Tarnworth 41. (1542)

Bristol Cars Wanted

BARTLETT, the Bristol buyers—27a, Pembroke Villas, W.11. Bayswater 0525. (1014)

F.N. Ltd., will purchase or accept in exchange Bristol cars—Falcon Works, London Rd., Isleworth, Middlesex. Tel. 2232-3. (1049)

ANTHONY CROOK purchases used Bristol on sight for cash—Anthony Crook, leading Bristol distributors—Catherham Hill, Surrey. Tel. 2232-3. (1047)

B.S.A. 2-seater, 1950, immaculate, recoloured, low mileage, £345—Kni 11 (before 9 a.m.). (1048)

1933 B.S.A. 9 sports 4-seater, excellent condition throughout; £140—Tonia, business Tel. Ruxa, 1056. (4796)

1936 B.S.A. 10hp streamlined saloon, black, very good, very early, very good condition, bargain; £235—Hod and Sons, Grand Parade, Fort St. Leanne, Wexley. Armo 3004. (1902)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

RAYMOND WATTS, the hire-purchase specialists are still buying B.S.A.s and have unlimited cash available—Cathbury Rd., Kilburn, N.W.6. May 6036. (1016)

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail, 161, St. Portland St., W.1. Langham 7735. (1014)

SPARE parts for 10hp and 12.6 fluid flywheel models—Albion, Victoria Rise, Clapham, S.W.4. Macclesfield 4199 and 6252-3. (1061)

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See our advert, under "Sports Cars". (1529)

TYPE 44 Bugatti (24hp), recently completed, rebuilt, taxed year; £525—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. (1026)

Bugatti Cars Wanted

BUGATTI fitted (not saloon) in any condition—C. Arnold & Homestead, Wey Northampton. Tel. 5001. (1423)

Bugatti Spares and Service

J LEMON BIRN, Bugatti service, Lombard Rd. Kilburn, N.W.6. Meids Vale 1531. (10071)

BUGATTI

SIMPSON'S MOTORS offer—

1948 Buick super saloon, fitted with radio and heater.

1948 Buick convertible, electrically operated hood, accessories, for full line see under "American Cars".

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6991-2. (15194)

JOE THOMPSON (MOTORS), Ltd., offer—

RHD 1949 Buick 4-door saloon low mileage radio and heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd. (next to Michelins), Ken. 4565. (4172)

1936 Buick Viceroy saloon, good condition; £275. John Gray, 20, Hermitage Lane, W.2. Speedwell 1242. (1450)

1947 Buick saloon, low mileage r.h.d. radio, etc. immaculate; £375—Edwards Marvis, Ltd., 45, Sloane St. S.W.1. Tel. Sloane 3557-65/67. (1530)

1950 Buick 8, right-hand drive, 15,000 miles, black, headlamp, radiator, etc.—W. Dean & Sons, Queens Court, Bayswater W.2. Overard 5072, Bayswater 5055. (4115)

BUICK

£697—1939 Buick Viceroy de luxe saloon, leather interior, literally like brand new, fitted new tyres worth £75, beautifully, faultlessly maintained and literally outstanding condition with recent A.A. inspection confirming its first-class condition, compare this with others you will appreciate its unusual condition and very low price; 3 months' guarantee; hire purchase, own finance.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (1678)

1937 Buick shooting brake, this vehicle was recently fitted with a new streamlined brake body, which is the smartest we have ever seen; laced spoked or private, mechanically in excellent condition, tyres very good, two spare wheels, recently had new engine fitted; a bargain at £550; h.p. terms, exchange considered, car or boat—Bost Services, 280, Deansgate, Manchester, Dea. 5632. (1979)

CAMDEN MOTORS—Buick Super Eight 6-seater drop head coupe (convertible), 1949 model, with electrically operated hood and window, 11½ (push-button control), immaculate and excellent condition, has been situated in deep maroon with heavy chrome re-laid, mouth-organ front and all the latest production features and extra, leather trimmed upholstery, built-in radio, heater, de-misting and de-icing, map lights, "Dash-a-traffic" indicator, three-point hand brake release, etc. the whole car in most magnificent order throughout, value, mileage: £2,750.

CAMDEN MOTORS—Buick Super Eight Series 50 (11½hp) 4-door, 6-seater saloon, 1949 model, fitted with extra coat with latest production model, very similar to the latest production model, fenders fitted into body with three chrome ventilators on forward fenders, chrome engraved curves.

"Plot-centred" instruments, with a.l. extras and accessories as shown model, excellent hand brake, owner, chauffeur maintained and driven, recorded mileage 14,500, but whose condition would indicate very much more.

CAMDEN MOTORS—Buick Dynaflow Roadmaster Eight 1949, 1949 model, with extra coat, with Hydramatic drive, the most expensive saloon of its price produced by Buick, immaculate Lustre bodywork with full-length chrome trim, chrome plated wheels, chrome plated front and rear bumper, chrome plated interior furnishings with nylon on one side, chrome plated interior, heater, concealed automatic interior lighting, etc. performance, mechanical condition, have very little to be desired, £2,750.

CAMDEN MOTORS—Buick Special Eight Series 40 6-seater, 1949, 1949 model, with extra coat, with Hydramatic drive, the most expensive saloon of its price produced by Buick, immaculate Lustre bodywork with full-length chrome trim, chrome plated wheels, chrome plated front and rear bumper, chrome plated interior furnishings with nylon on one side, chrome plated interior, heater, concealed automatic interior lighting, etc. performance, mechanical condition, have very little to be desired, £2,750.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

CADILLAC 1949 or 50 sedan or coupe, must be low mileage at 1 immaculate condition.
MISTERS GARAGE, Hamstead Rd. and Soho Hill, Birmingham 19. Tel. 569 2112-3. 13115

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. Wembley 8691-2. 10665

ROY GAWLEY, Ltd., 21 Farm St., Berke, So. Gloucester 4747, urgently desire to purchase modern American cars.

SOLE concessionaries, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showroom: Balck House, Aldenham St. London, W.1. Recent 7121 10004

Cadillac Spares and Service
Ltd. Balck Works, Old Oak Lane, Willesden Junction, N.W.19. Tel. Edgar 7911. 10112

Chevrolet

SIMPSON'S MOTORS offer:—

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated hood, fitted with heater; for full list see Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691-2. 11193

BRITISH & COLONIAL MOTORS, Ltd., offer:

1949 Chevrolet 4-dr. Styline saloon, r.h.d., 14,000 miles.

1950 Chevrolet 4-dr. Styline saloon, l.h.d., 9,000 miles.

1950 Chevrolet 4-dr. Styline saloon, r.h.d., 7,000 miles.

1946 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., 810 tax.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 5598.

1950—1951 Chevrolet coupe 2-seater, in good order.

CLIFTON GREEN GARAGE, 122, Clifton, York, Tel. 51350. 13734

CADILLAC of l.h.d. saloon, low mileage, 48,000 miles—Simpson's Motors, Ltd. 33, Soane St., London, E.C.4. 5557 6970. 15051

1950 Dec. 1949 Chevrolet 4-door de luxe saloon, blue, 10,000 miles. £2,100.—Park Garage, Walsley, Ltd., Hampton Court Way, Moseley, 1571. 18008

1950 Chevrolet 6-metre 2-door saloon, fitted radio and heater, low mileage, left-hand drive, superb car. £1,850.—Bells Service Garages, Ltd., London Rd., Kingston-on-Thames. Kingston 1185. 4732

CADAMEN MOTORS—Chevrolet Fleetline 4-door 4-door saloon 1948, model Series PKO with three horizontal heavy chromed bars to front grille, body styling similar to current model with streamlined dipping back full length chromed waistline, condition of coachwork and interior almost indistinguishable from new, very small mileage, all extras, heater, radio, seat covers, £1,395. 14136

CADAMEN MOTORS—Chevrolet Styline saloon, super de luxe model 1949, full 6-seater, with front and rear window, enlarged curved windscreen and clear vision rear window, coachwork and interior literally without blemish, cluster type instruments in stylish chromed paneling, all extra, whitewall tires, large type emblems, superb mechanical order and exceptionally small mileage. £1,745. 14136

CADAMEN MOTORS—Chevrolet Fleetline sportmaster coupe example with additional vertical stripes and a rather rakish, similar front appearance and body style to the 1948 model, above superb finish in jacket and machine paint, joint seat covers, radio, heater, latest accessories, one owner only since new, genuine mileage and 15,444 at £1,415. 14136

CADAMEN MOTORS—Chevrolet Supermaster 6-seater saloon 1945, late registration, horizontal barred new look front, fenders extending into door, a very smart and attractive looking car, moderate mileage and in outstanding order. £995. 14136

CADAMEN MOTORS, Lake St. Leighton Buzzard, Beds. Tel. 2041 15 lines; write for post-free catalogue, clearly 400 car leaflets for inspection and purchase, hire purchase, part exchange, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. 14136

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chevrolet 1949/50. 10665

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), require used Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 5598. 14386

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models Chevrolet. Tel. Wembley 8691-2. 10478

Chevrolet Spares and Service

CHEVROLET spares and repairs—for private vehicles—distributors for London and Home Counties—British & Colonial Motors, 1, Upper St. Martin's Lane, W.C.2. Tem. 5598. 14397

Chrysler

1934 Chrysler 15 saloon, nice condition, bargain. £120. 3 months guarantee, terms and exchange.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Middlesbrough, Tees. 228 and 5774. 15003

1937 Chrysler Wimbledon saloon, one owner, small mileage, very good condition; seen by appointment.

SUTTON VALE ENGINEERING WORKS, Sutton, Surrey, Maidstone, Kent. 15961

1938 (Vaux) Chrysler Wimbledon saloon, black and chrome, brown hide, sliding roof, made a really beautifully kept and outstanding car, written guarantee, £1,200.—Tel. Edgar 558. F. Edwards 154, Old Titchfield St., W.1. Langham 1017. 14768

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chrysler. Wembley 8691-2. 10667

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles—55-65, Beale Rd., Swiss Cottage, N.W.6. Tel. 5555 2155. 10643

CASH immediately for good Chrysler.—H. F. Edwards, 154, Old Titchfield St., W.1. Langham 1012. 14772

OWLAND SMITH'S, the Chrysler buyers.—Ham. 6041. 10886

7-Seaters 1957/58/59 Royal Wimbledon-Dodge, privately owned Limousines required.—Alpe, Providence Court, Grosvenor Square, Mayfair-2941. 16270

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chrysler. Tel. Wembley 8691-2. 10485

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange remounting up to stock—59-54, Beale Road, N.W.6. Tel. 5555 2155. 10643

CHRYSLER official service agents.

REPAIRS spares, exchange engine service—Church, 154, Old Titchfield St., W.1. Langham 1012. 14772

CHRYSLER Specialists: repairs, spares, exchange engine service—A. Mitchell (Motors), Ltd., Baham High Rd. London, S.W.12. Tel. Baham 2234. 14772

Citroen

1950 Citroen Light 15 saloon, 16,000 miles. £1,295. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. 14391

H. W. MOTORS, Ltd.

1950 6-cyl. de luxe saloon, green/beige leather, under 15,000 miles, one owner. £1,725. Beale Road, N.W.6. Tel. 5555 2155. 10643

1947 Light 15 saloon, grey/red leather, completely reconditioned, 6,500 miles. 14391

1950 Light 15 de luxe saloon, green/beige leather, mileage under 10,000. one owner, radio, various extras. £1,465. 18008

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 81. 42029

G. SMITH MOTORS, Ltd., offer:—

1937 Citroen super modern 12 saloon, nice condition throughout, black with blue leather; 11,775

G. SMITH MOTORS, 285-7, Rye Lane, Peckham, S.E.1. New Cross 0400. 11775

JOHN & TRUSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274. 14371

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, offer:—

Citroen Light 15, 1948, maroon, red leather; 6,975.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). 14483

CHIFFEAD MOTORS, Ltd.—See our advert, under 15,444 at £1,415. 14136

A CLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee.

1949 (Sept.) Citroen Light 15 saloon, suede green, beige leather, twin carburetors, speedometer reading 4,000 miles, condition equal to new; £1,675. 14136

1940 Citroen Big Six saloon, black, brown leather, immaculate condition, similar post-war car over twice the price; £695. 16115

WORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. 17585

265 ens.—Citroen super modern 12 saloon, excellent condition.—Autoparis, 8, Balham High Rd., Balham 1509. 14480

1939 black Citroen saloon; £450.—Osborn, Brompton Rd., West Kensington, Chippington. Tel. Maudslayi 28. 14004

1950 Citroen 6 cylinder, 13,000 miles, immaculate. 14004

1948 Taylor & Crawley, 48, Kensington Court, W.8. Western 1615. 14346

1948 Light 15 de luxe saloon, one owner, low mileage, black with red leather, perfectly good car, new. £650. 14346

PHILIP H. JOHNSON, Ltd., Citroen distributors, opposite G.P.O., King's Lynn, Tel. 2424. 14251

1950 (September) Citroen 6-cyl., carefully maintained, in excellent condition, 10,000 miles, 1417

MAXFAYRE COUNTRY CARS, 1947 Citroen Light 15, 1948 Citroen Light 15, 1949 Citroen Light 15, 1950 Citroen Light 15, 1951 Citroen Light 15, 1952 Citroen Light 15, 1953 Citroen Light 15, 1954 Citroen Light 15, 1955 Citroen Light 15, 1956 Citroen Light 15, 1957 Citroen Light 15, 1958 Citroen Light 15, 1959 Citroen Light 15, 1960 Citroen Light 15, 1961 Citroen Light 15, 1962 Citroen Light 15, 1963 Citroen Light 15, 1964 Citroen Light 15, 1965 Citroen Light 15, 1966 Citroen Light 15, 1967 Citroen Light 15, 1968 Citroen Light 15, 1969 Citroen Light 15, 1970 Citroen Light 15, 1971 Citroen Light 15, 1972 Citroen Light 15, 1973 Citroen Light 15, 1974 Citroen Light 15, 1975 Citroen Light 15, 1976 Citroen Light 15, 1977 Citroen Light 15, 1978 Citroen Light 15, 1979 Citroen Light 15, 1980 Citroen Light 15, 1981 Citroen Light 15, 1982 Citroen Light 15, 1983 Citroen Light 15, 1984 Citroen Light 15, 1985 Citroen Light 15, 1986 Citroen Light 15, 1987 Citroen Light 15, 1988 Citroen Light 15, 1989 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W. J. BROWN, Ltd., used Ford specialists.

1950 (Oct.) Ford Anglia saloon, black, 7,800 miles; £715.

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56 Park Lane, W.1. Recent 4866 and 374 Ealing Rd., Acton, Middlesex. Perivale 3588.

1948 Ford Anglia saloon, black, recent engine fitted, black, 4,200.

M. A. & H. A. MOTORS, 492-6 High Rd., Chislehurst, Chislehurst 0500-2619.

1949 Ford Anglia saloon, black, one owner, excellent condition; £635.

J. H. WILSON & SONS, Ltd., Sandstead Rd., South Croydon, Sandstead 8360.

1949 (November) Ford Anglia saloon, black, red leather, 4,500 miles, one owner.

EUNICE WALKING, Ltd., 12, Berkeley St., W.1. (Mayfair 5511), and 12, Cheims Manor St., S.W.2. (Farnham 5151).

1948 Ford Anglia saloon, October 1950, 5,000 miles, immaculate, £730, no dealers—Tel. sevenwinds 3154.

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B. & M. MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Part open Mon. to Sat. 9-6.

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1950 (June) Ford Anglia saloon, with new upholstery, 10,000 miles; £745; terms, exchange.

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1949 Ford Anglia, black, maroon leather, 10,000 miles, new, 6675—Hendon Central Garage, 41-43 Watford Way, Hendon Central, N.W.4. Tel. Ham 1423-4.

B. HUTTONS offer Ford 8 1938 saloon, 2-door, metallic grey, new engine, new chassis, new gearbox, condition, £562—14, Green Meads, Empress Gate, S.W.7. Westminster 1242.

1937 Ford 8, reconditioned engine done 3,000 miles, excellent condition, inspection from Nov. 13—Temple, Elford, Chapel, Rugby. Tel. 2445.

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£495 1947 Ford 8 Anglia saloon in first-class mechanical order, used recently by one of our senior staff who personally recommends; genuine and unrepentable at the price.

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B. HUTTONS offer Ford 8 1938 saloon, 2-door, metallic grey, new engine, new chassis, new gearbox, condition, £562—14, Green Meads, Empress Gate, S.W.7. Westminster 1242.

1937 Ford 8, reconditioned engine done 3,000 miles, excellent condition, inspection from Nov. 13—Temple, Elford, Chapel, Rugby. Tel. 2445.

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FORU (1 h.p.)

1939 Ford Prefect 4-door saloon, leather upholstery, reconditioned engine, beautiful appearance; £445.

M. G. M. MOTORS, 311, Trinity Rd., Wandsworth 4360.

1950 (Nov. 1949) Prefect, black, carefully used, and serviced; £795—Campbell Symonds, Wembley 6262.

1948 Ford Prefect saloon, beige with red leather upholstery, 18,000 miles, 3 months' written guarantee; £695.

1948 Ford Prefect saloon, recently fitted, 3 months' written guarantee; £625—C. & W. Motors, Ltd., Queen's Head Garage, East End Rd., N.5. Finchley 6236-7.

1949 Ford Prefect, taxed; £770—Smith & Hunter, Ltd., 370, Kensington High St., London. 14270

1948 July Ford Prefect, black with grey interior, fitted with extra engine just reconditioned, a most excellent car; £775.

R. & O. BINS, 96-98, Upper Richmond Rd., East Putney, R. S.W.15. Tel. 4561.

A. R. H. E. GOULD, Ltd., 230-232, Regent St., W.1. (Leamham 194-3), 1946-8 post-war Ford Prefect saloons, low mileage, all guaranteed.

1950 Ford Prefect saloon, radio, 4,000 miles, immaculate condition; £745—Hendon Central Garage, 41-43 Watford Way, Hendon Central, N.W.4. Tel. Ham 1423-4.

1949 Ford Prefect, 10,000 miles, one owner, immaculate condition; £745—Lee Green 4555.

1950 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

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1944 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1943 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1942 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1941 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1940 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1939 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

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1937 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1936 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1935 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1934 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1933 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1932 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1931 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1930 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1929 Ford Prefect saloon, 300 miles, one owner, immaculate condition; £745—Lee Green 4555.

1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DICKS.

1950 series Hillman Minx Mark IV saloon, very good condition, £1,045.
1948 Hillman Minx drop head four-seater, attractive car, superb condition, £625.
1946 Hillman Minx 10 four-seater drop head coupe, fitted radio, new hood, etc., £875.
1947 Hillman Minx saloon, choice of four, from £700.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Middlesex, W.11. Tel. 3456.

HILLMAN 10
1950 Hillman Minx Phase IV drop head coupe, 3,000 miles, £1,155.
1950 Hillman Minx Phase IV saloon, 9,000 miles, £1,095.
1948 Hillman Minx Phase II drop head coupe, 15,000 miles, £600—Car Mart, Ltd., 453.

H. A. SAUNDERS, Ltd., offered:
1950 Hillman Minx convertible coupe, black with red leather upholstery, 12,000 miles, £1,145.
1949 Hillman Minx Phase III saloon, green with brown upholstery, 6,000 miles, £945.
1950 Hillman Minx Phase IV saloon, blue with blue upholstery, 5,000 miles, £1,145.
836 42, High Rd., N.12. Hillside 0024. (4052)

H. A. SAUNDERS, Ltd. Radiet Herts
1950 Hillman Minx, mileage 20,000.
1949 Hillman Minx, mileage 10,000—Tel. Radiet 5167 and 5449.
1949 C.M.I. CAR SALES (Pvt. 6251), offered:

1949 Hillman Minx, beige, red leather, immaculate—Swiss Cottage, Finchley Rd., N.W.5 (3199)
WADDINGTON MOTORS, Ltd., offered:
1940 Hillman Minx saloon, taxed, bargain, £450—Fulham Green Rd., N.W.6. Ham. 2211. (1690)

C.M.I. CAR SALES (Pvt. 6251) offered:
1946 Hillman Minx drop head coupe, black, new hood, excellent condition—Swiss Cottage, Finchley Rd., N.W.5. (4095)

FINCHLEY & AIRCRAFT SERVICES, Ltd.
1950 Hillman Minx saloon, blue, heater, radio, leather, and over, etc., 12,000 miles, excellent condition, £1,025. Tel. Wordsworth MARKEDOUGH Works, Kenton. Tel. 1741.

1946 Hillman 10 saloon, superb order; £670—Below.
1939 Hillman 10 4-door coupe, £425—Smith and Hunter, Ltd. 276, Kensington High St., London, W.14. Tel. Western 2512. (4272)

EXCEPTIONALLY smart 1950 Hillman Minx, black, in error, sound engine, good tyres, £625.
1947 HURKETT Motors, Ltd., 636, Mile End Rd., E.3. Advance 1517.
1947 Hillman Minx saloon, sliding roof, radio, excellent condition; terms, exchanges, £725.
1947 GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. (4684)

1947 Hillman Minx saloon, grey with blue interior, mileage 25,000 very good throughout, £660, 1100.
CLIFFTON GREEN GARAGE, 122, Clifton, York, Tel. 5520.

1946 Hillman 10 saloon, good order, black with brown leather, price £550, a bargain, terms available.
CLIFFTON GREEN GARAGE, 122, Clifton, York, Tel. 5520.

1947 Hillman 10 saloon, 26,000 miles only—Auto-work, Ltd., Winchester, Tel. Winchester 4434 5406.
1936 Hillman 10 sal., good order, must clear, £225—A. Z. Motors, Palmerston Rd., N.W.6, Mar. 4773.

1949 Hillman Minx saloon, black, fawn upholstery, low mileage, one owner exceptional condition.
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-54. (4450)

1935 Hillman 10 1938 4-dr. sin. excellent interior good mechanically; choice 2. Many others.
BENNETT MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6.

1947 Hillman Minx coupe, black brown leather, fitted E.A. 1948, £715—L. P. Dove, Ltd., Quindford Rd., W.9. Tel. 292. (4113)

1950 series Hillman Phase IV saloon, 8,000 miles, Auto-work, Ltd., Winchester, Tel. 4061.
1947 Hillman Minx saloon, black, 6675—Jarvis & Sons, Ltd., 10, Mordaunt House, Morden, Surrey, S.W.15. Liberty 3636. (15612)

1947 Hillman Minx saloon, first-class condition, 1948, 1949, 1950—Kitt, 4245.
1948 Hillman Minx Phase II saloon, exceptional condition, 4745—135, Cassobury Drive, Watford, Watford 9634. (4517)

HILLMAN Minx of June 1950, only run 200 miles, as new—James Hanlon, 6, Kirkpatrick St., Glasgow, Bridport 1962. (4026)

1950 May Hillman Minx Phase IV saloon, black, brown leather upholstery, 5,000 miles only, a specimen car, £1,125.
PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 1121. (4988)

150 miles—1950 November 11 Hillman Minx Phase IV saloon, black and red—Broadway Motors, 67, High St., Hounslow, Tel. 0735. (4105)

1950 October Hillman Minx Phase IV drop head coupe 11,000 miles, green, in perfect condition, £1,100—Tel. 7069.
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150 miles—1950 November 11 Hillman Minx Phase IV saloon, black and red—Broadway Motors, 67, High St., Hounslow, Tel. 0735. (4105)

1938 Hillman Minx saloon, excellent condition throughout, £365—Hewes Motors, Grand Parade, Forty Lane, Wembley, Arnold 5004. (2723)

1949 Phase III Hillman Minx saloon, immaculate condition, £385—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5411-2. (1511)

1947 Hillman Minx saloon, one owner, moderate mileage, reconditioned engine just fitted—The County Garage, Gerrards Cross 2273 3725. (2792)

1948 Hillman Minx saloon Phase II, 19,000 miles, unmated, £365—R. S. Mead (Sales), Ltd., 42, Queen Street, Maidenhead. Tel. Maidenhead 5411-2. (1511)

1934 Hillman Minx 4-door saloon, grand little car, £145—G. Cranley Motors, S.W.7 (2 miles South Kensington Underground), Kensington 9039. (14353)

£797—1948 Hillman Minx of June 1950, really beautiful and spotless condition, one owner, 3 months' guarantee, hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (4879)

£399—1948 Hillman Minx of June 1950, really beautiful and spotless condition, one owner, 3 months' guarantee, hire purchase, exchange.

1950 Phase 4 Hillman Minx saloon, 11,000 miles, excellent car, £145—G. Cranley Motors, S.W.7 (2 miles South Kensington Underground), Kensington 9039. (14353)

1949 Hillman Minx Phase IV, beige with red leather, registered mileage 12,000, very fine order, £625, terms, exchanges—A. E. Palmer Motors, Ltd., Luton 4215. (15621)

1948 Hillman Minx (Phase III) saloon, grey, one owner, 20,000 miles, £795—Vanadium (Buyers of Good Used Cars), 215 Haverstock Hill, N.W.3. Primrose 4441. (15203)

£795—1948 Hillman Minx Phase II drop head coupe, fitted with radio, small mileage, in new condition, terms, exchanges—G. S. Hall, 598, King St., W.4. Riverside 2841. (15046)

TANKARD & SMITH, Ltd., offered 1937 Hillman Minx saloon of June 1950, one owner from new an exceptional motor car, £365, terms and exchanges—97, Penton Rd., E.15. Tel. Rodney 2051. (15234)

1949 Hillman Minx saloon, Phase III, one owner, 12,000 miles, in very good condition, leather upholstery, £590, also 1947 Hillman Minx saloon, grey, covers, very nice car, £725. (4351)

PERKINS & WOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gla. 2234. (19627)

£895—Bargain, Hillman Minx Phase III, 15,000 miles, leather, immaculate condition throughout—Tel. Riverside 279. (4351)

1950 P. IV Minx finished black, 18,000 miles, another green, 11,000 miles, trade and part exchange enquiries invited—C. P. Morley, Ltd., 215, Streatham Hill, S.W.2. Tulse Hill 4488. (15150)

1948 Hillman Minx saloon, Phase II, Cotswold showroom condition, works reconditioned engine just fitted, any inspection, best offer over £775—Box 5044. (4287)

1947 Hillman Minx drop head coupe, in excellent condition throughout, minimal mileage, £695, terms, exchanges—Midland Motor Co., Trade St., Derby. Tel. Beckettwell 40124. Open 7 days a week. (4287)

1948 Hillman Minx Phase II drop head 4-seater coupe, black and chromium, fawn interior, in excellent condition, through-out recommended, written guarantee, terms, exchanges—F. Edwards, 154, Ot. Fitchfield St., W.1. Lancham 0012. (4287)

1949 (Feb.) Hillman Minx ph. III saloon, finished in attractive dark green, grey cloth, leather trim, mileage 19,000, one private owner, fitted twin Lucas jet-strippers, uplighting, tyres good all round, excellent mechanical order, really immaculate throughout, trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., M.E. Finchley Station N.2 Tudor 2501-2. (1759)

£444—Irreplaceable value, 1938 Hillman 14 de luxe saloon, immaculate throughout, spotless bodywork, beautiful interior, excellent mechanically, compare this with others and appreciate its outstanding condition and price; 3 months' guarantee; hire purchase, exchanges—A. E. Palmer Motors, Ltd., Luton 4215. (15621)

1937 Hillman 20 4-door 6-dr. saloon; must sell, unregistrable offer.
Palmerston Rd., W.9. Tel. 292. (4113)

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TANKARD & SMITH, Ltd., offered the choice of many cars, in and out of the tax, from the vast stock of over 200 used cars; all subject to 3 months' written guarantee—198, King's Rd., S.W.3. Tel. Flax 4801-3. (1511)

HILLMAN 10
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (4879)

1937 Hillman 20 4-door 6-dr. saloon; must sell, unregistrable offer.
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 The best service ensures a longer car life.
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 Hillman repair specialist (30 years), well-equipped works, servicing, rearing and complete overhauls, spare parts stocked—79-81, Kings Rd., Fulham S.W.6. Henson 1153. (10676)

CARRIS MOTORS for Hillman spares and service—Low class Mot. det. 4-11, Lee Green 0234. (10720)

OR Hillman 1936-46 mudguards, running-boards—Brooks, 5 and 6, Frederick Place, Brighton, Brighton 21147. (1947)

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HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Cratford, W.1742. (18017)

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 used and unused H.R.G. cars available for early delivery.

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H.R.G. 1500cc 2-seater sports, July 1948, 18,000 miles only, blue with blue leather, exceptional condition and performance, £650—Tel. Leeds 2520 (one hour) or Colindale, Brixton 50. (4312)

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CHARLES FOLLETT, Ltd., have a large stock of showrooms: 18, Berkeley St., W.1. May. 6266.

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SERVICE: Barnsdale Yard, off Main Ave., W.8. Tel. Cunningham 5396-7-8. (10594)

DICKS
1939 Hudson 22 four-seater coupe, special model, end of season bargain, £495.
1938 Hudson 22 saloon, special de luxe model, good tyres, £475.
DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maids Vale 6088-9. (1456)

ARCHIE SIMONS & Co., Ltd.—1939 Hudson 21 6 saloon, colour black, roomy reliable and right price, £475—94, Ot. Portland St., W.1. Len. 1941. (4229)

£265—1937 Hudson 22hp drop head coupe, in excellent condition, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 20

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The American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8691/2.

SPINKINS (TWICKENHAM), Ltd., the Hudson division of Hudson reconditioned engines, spares and accessories, quote chassis numbers, 45-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-7. Telegrams: Spinkins, Twickenham. (1056)

CAR MART, Ltd.

1950 Number Hawk saloon, 9,000 miles; £1,525.

1949 Number Super Snipe saloon, heater, 12,000 miles; £1,395. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4364)

NEWNHAMS, Ltd.

1950 Number Imperial 7-seater saloon, green with brown radio, 4,500 miles; £2,195.

1949 Number Hawk saloon, chrome with red upholstery, low mileage, exceptional condition. Newnhams House, 255-7-9, Hammermith Rd., London, W.6. Riverside 4646 (5022)

R. F. FUGOLE, Ltd.

1948 March Number Hawk saloon, 11,000 miles, black, brown leather and coach, R.M.V. radio, heater and discs; £1,150.

R. F. FUGOLE, Ltd., Bushy Heath, Herts. Tel. 1665 (2582)

RUSSELL MOTORS offer—

1950 Number Hawk 7,000 miles, heater, chrome covers, fitted with any trial or examination.

The above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9226. (4136)

BOOKLANDS for individuality.

1949 Number Super Snipe, as new.

103 New Bond St., London, W.1. Mayfair 8351-6. (4354)

CLANFIELD LAWRENCE offer—

1938 Number 16 razor edge sports saloon, fitted brand new engine, reconditioned in black interior, furnishings very nice; 4725-407, High Rd., 121, Finchley, N.4. (261)

WARWICK WRIGHT, Ltd. offer—

1950 Number Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Number Hawk 16hp saloon, black, red leather, radio and heater, 6,000 miles.

1950 Number Hawk 14hp saloon, bronze, red leather, 4,500 miles.

1950 Number Super Snipe 27hp Mark III saloon, black, brown leather, heater, 15,000 miles.

1950 Number Hawk 16hp saloon, bronze, red leather, heater, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (4642)

CHARLES POLLETT, Ltd. offer—

1948 Number Hawk sal., runabout, grey interior, one minor 1,400 miles only (genuine), show car in really outstanding condition; £1,035.

18 Berkeley St., W.1. May, 6266.

SERVICE WORKS and Stores, Barnsdale Yard, off Euston Ave., W.2. Chiswickham 5356-5. (4765)

CHARLES RICKARDS, Ltd. offer—

1950 (September) Number Hawk saloon, black with brown leather, heater, one owner, total mileage 12,800, faultless condition throughout; offered at the very competitive price of £1,595.

Also a good selection of genuine low mileage cars, offered with our three months' guarantee.

56 Baywater Rd., W.2 (next door Lambarth Gate Tel. Stn., five mins. from Marble Arch). (4267)

1949 Number Super Snipe, black.

CUY ALFREDS & CO., Ltd., 6-7, Warren St., W.1. Euston 3566. (19074)

COOMBS & SONS (GUILDFORD), Ltd. offer—

1950 Number Hawk black and brown, radio, 14,000 miles; £1,495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6287-8-9. (1825)

1949 Number Hawk black, immaculate condition; £1,550.

JARR'S MOTORS, Lewisham Bridge, S.E.13. Tel. Green 4251. (4644)

WELBECK MOTORS, Ltd., proudly present another as new pre-war car—

1937 Number Super Snipe sports saloon, in beige with green leather; we consider this car to be the best pre-war vehicle in the country. It is exactly like brand new in every respect. It has had one owner since new and it has hardly ever been used; even Welbeck (famous for indelibly good pre-war cars) have never found quite such another vehicle before—appearance, engine, chassis and equipment are all original and as brand new; £575.

WELBECK MOTORS, Ltd. (Car Sales Division of the World-Famous Car Hire Company), 107, Grosvenor St., London, W.2. Welbeck Hill. (1279)

1946 Number Hawk 14hp saloon, well maintained; £1,495.

GEORGE NEWMAN & CO., 369, Euston Rd., N.W.1. Euston 4465. (4665)

ORDON CARS (LONDON), Ltd.—1950 Number Super Snipe touring limousine, black—below.

ORDON CARS (LONDON), Ltd.—1950 Number Super Snipe saloon, black—below.

ORDON CARS (LONDON), Ltd.—1950 Number Hawk 14hp saloon, black—below.

ORDON CARS (LONDON), Ltd.—1950 Number Hawk 14hp saloon, black—below.

ORDON CARS (LONDON), Ltd.—1946 Number 18hp Super saloon.

NUMBER
1949 Number Hawk saloon, chrome, red upholstery, 11,000 miles, one owner; £1,575.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Tel. Mayfair 5561; and 12, Chelsea Manor St., S.W.1. (Faxman 8181)

1949 Number Super Snipe saloon black; £1,375—C. A. Peio, Ltd., 42, North Audley St., W.1. (1913)

1950 Number Hawk saloon, 9,000 miles—Auto-work, Ltd., Winchester, Tel. Winchester 14056

1947 Number Hawk black, R.M.V. radio, taxi, low mileage, maintained by Humber dealers; £1,425—below.

(July) Number Hawk, black, brown leather, taxed, 7,000 miles, one owner; £1,425—below.

1949 Number Super Snipe saloon, black, brown leather, heater, taxed, one owner; £1,525—S. S. Mead (Sales), Ltd., Queen St., Maidenhead, Tel. Maidenhead 5451-2. (2805)

1939 June Number Pullman limousine in immaculate condition, chauffeur driven and maintained since new.

6650
LUTON MOTOR CO., Ltd., Dunstable Rd., Luton 3713 (2093)

1947 Number Hawk saloon black with hewn upholstery, fitted radio, low mileage, in beautiful condition; 6375.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. Tel. 2660. (1241)

HAWK Mark IV 16hp (September, 1950), 8,000 miles, in new condition; £1,550—Grays, Woodbridge Rd., Tel. 8055. (1445)

HUMBER 21hp saloon, black, in exceptionally good condition; 4595—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2999. (1265)

1948 Number Hawk saloon, black, as new; 6375—Park Garage (Moseley), Ltd., Hampton Court, W.8. (1276)

2000 miles—1950 Number Hawk Mark IV saloon, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5566. (1405)

1948 Number Hawk, 20,000 miles, heater, taxed covers, immaculate condition; 6375 or less—14254

1949 Number Super Snipe, low mileage, immaculate condition; £1,205—Sliders, Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557-6970. (150)

1950 Number Super Snipe drop head coupe, Tickford body, very crisp—Eagle Aviation, Ltd., 29, Clarges St., London, W.1. Tel. 4692

1950 Number Hawk saloon, bronze, red leather, radio, 11,000 miles, unmarked; £1,375—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 4477. (1402)

1946 Number Super Snipe saloon, small mileage, carefully used; 4225—N. L. Holding, station Approach, Hayes, Middx. Tel. Hayes 4312, Nullop 5081. (1262)

1938 Number Snipe, in magnificent condition, Garages, Ltd., 364, Kensington High St., London, W.8. (4222)

£495—1936 27hp Number Pullman 1 seater, in 107-8 Old Brunswick Rd., South Kensington S.W.7. (1074)

1950 Number Super Snipe Tickford drop head coupe, street, radio, heater, 17,000 miles—Tucker, Ltd., 4, Upper St. Martin's Lane, W.1. Temple Bar 5535. (4075)

1950 (Aug) Imperial saloon, 7,000 miles black, perfect upholstery, as new in every way—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0156. (4254)

1950 Number Hawk saloon (16hp), 5,000 miles, finished in green with red leather upholstery—Lem's, Ltd., Standish House, Southend Rd., Woodford, Essex. Wan. 0125 (16 lines). (1454)

SEPTEMBER 1949 Number Hawk, 9,000 miles, one owner, black with beige upholstery, fitted hose covers, new condition; £1,520 terms, exchange—O. S. Hall, Ltd., 302 Kings St. W.6. Riverside 2881. (2846)

1950 (Nov.)—1940, first road, 1944, Number 16 hp 4 door de luxe saloon, reconditioned engine, exceptional condition throughout; £210 deposit—George Clarke (Motors), 278, Brighton Hill, 6 W.2. Tulse Hill 3571. (1707)

1949 Number Pullman limousine, black with black leather, heater in front and Bedford cloth in rear, H.M.V. radio and heaters, guaranteed mileage 6,812, 1st road 25, 5/49, indistinguishable from new; price £2,500 accept £1,250; any good car considered in exchange—Herbert Robinson, Ltd., Cambridge. Tel. 4549. (1454)

CAMDEN MOTORS—Number 27hp Pullman limousine, 1949 (March), enclosed drive, seven-passenger model, immaculate finish, black with fawn interior, furnishing in superb order, latest type features, head lamps, built in wings, automatic door lighting, synchromesh, steering column gears, dual lights and other extras, carefully and sparingly used by one private owner, mileage 12,500—£2,500 or £1,250—£1,250 appeal to discriminate hire concern at the attractive price of £1,750.

CAMDEN MOTORS—Number Hawk saloon (Feb. 1948), black grey leather fitted special type heater, seat covers and link-type protective mesh, the property of employee of Rotes Group, actually maintained by maker's own staff, a beautiful car in very good condition; £1,495.

CAMDEN MOTORS—Number Pullman 27hp enclosed drive, H.M.V. 1948, fitted with the full 5-seater body, winding motion, widest face-forward coachwork, heater, radio, pass lights and many other extras, recent mechanical check-up and thorough engine tune-up, engine, fitted 5 almost new heavy-duty Dunlop, an excellent proposition for any hire or similar concern at £2,500.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for post free catalogue of 400 cars; hire purchase, cash exchanges, loans, repairs, etc. in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday (1462)

NUMBER
ROSE & YOUNG, Ltd. offer 1949 Number Pullman

1450—black, one owner, exceptional condition; 1450—45-69, Riverside Ave., Epsom, Surrey, S.W.2. 11 minute St. Albans Hill Station. Tulse Hill 6494. (1456)

1995s—Number Hawk (October, 1949) 4-door saloon, grey, side hand, front leather, built-in headlamps, 1.8 S. H.M.V. radio, heater, one original owner, exceptional condition, terms, exchange.

395s—Number Pullman 1956 27hp 7-seater double-enclosed limousine, black, front leather, rear cloth, winding motion, face-forward coachwork, carefully used, excellent condition; terms, exchange, 1st road 2-7 week-days and Saturdays—Howard Smith, Hampstead (Hampstead Tube) Hampstead 6041. (4514)

1949 (Aug.) Number Hawk de luxe saloon, 12,000 miles; only one owner. Stained black, leather-trimmed cloth upholstery, tailored new covers, H.M.V. push-button radio, two mirrors, uplamp taxi, December; in really immaculate condition all round; excellent mechanical order; 1st road 2-7 week-days and Saturdays—Howard Smith, Hampstead (Hampstead Tube) Hampstead 6041. (4514)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted
M buyers of all models M.G. especially good cash buyers to call—Mayfair Garages, Ltd., Balderston Street (opp. Selfridges), Mayfair, W.1. Mayfair 1904-5. (10986)

M.G. Spares and Service
LARGEST and quickest spares service in the South of England—Hewsons Garages, Ltd., Redding, Tel. 4156. (10209)

M.G. Spares—New vertical drives, rockers, valves, road springs, front axles, rear tanks, 22 crankshafts, chromium plated engine valves, M type clutch plates; prompt and courteous service; see P. A. Cluett, new windscreen, 22 and P. cycle type wheels. DERRINGTON, 159 & 161 London Rd., Kingston 5621-2. (6698)

M.G. engine, axle, gear box, reconditioning, new change bushes, cranks, rockers, v drive dynos, etc. See rockers shafts, bushes, valves, guides, springs, axles, wire wheels supplied and repaired, road springs new and reconditioned—A. E. Williams & Sons, Queens Garage, 100, Winton Rd., Wokingham, S.W.19. Liberty 5055. (10435)

TOULMIN MOTORS specialise in M.G. and M.G. only; repairs and complete overhaul all models; reconditioned engines in stock for types P, J, T and L and N. Macintosh, exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, roller bushes, rockers, valves, guides, springs and axles set with full range of M.G. spares always available; we specialise in racing repairs. (10349)

WRITE or Phone Toulmin Motors, The Roundabout, Harworth, Middlesex, Tel. 4401.

COACHCRAFT offer—

1949 Morgan 4/4 drop head coupe, beautifully maintained vehicle in new condition throughout. £605; exchange, terms; available for A.S. or R.A.C. inspection.

COACHCRAFT, Elm Rd., Evesham. Tel. 6533. (4782)

MORGAN 4/4 (May 1951) 2-seater, Climax engine, very good condition. £450. (4536)

PARADE MOTORS (MITCHELL) Ltd., 66-67, Monarch Circus, Telford, Shropshire. Tel. 251. (4536)

MORGAN 1950 cream 4-seater, touring engine just reconditioned and whole car in very good condition. £600—Box 505. (4536)

QUITE exceptional 1949 Morgan 4/4 fitted special designed streamline 4-seater sports body, very low and exceptionally attractive lines with chrome trim, built-in head lamps, twin gas lamps, twin bar bumpers front, rear, black-painted hood, chrome tonneau, javish dash, built-in radio and hosts of unique fittings, finished ivory and chromium with red leather, this car is impossible to describe in print and must be seen to be appreciated, delightful performance, offered with written guarantee, £500, terms, exchange—H. P. Edwards, 154, Ot. Titchfield St., W.1. Langham 5015. (4780)

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (10949)

SYMONDS, of Neasden

4-4 Morgan required, coupe or tourer, nice condition preferred, rear immaterial. (10949)

38-52, Dudden Hill Lane, N.W.10. Willesden 5669. (10949)

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan and have unlimited cash available—Canterbury Rd., Kilburn, N.W.4. Vale 6044 (10 lines). (10866)

MORGAN 4/4 official spare parts stockist; service and repairs—Bass, Roy, Ltd., 161 Ot. Portland St., W.1. Langham 5015. (4780)

MORGANS—All available spares in stock—F. H. Douglas, Morgan Specialist, 14, South Ealing, Ealing, W.5. Ealing 5070. (10728)

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 3,000 miles; £325.

1949 Morris Minor saloon, 8,000 miles; £795—Car Mart, Ltd., 150, Park Lane, W.1. (10949)

C.M.I. CAR SALES (Pvt. 6623) offer—

1950 Morris Minor saloon, beige, good condition throughout—Swiss Cottage, Finchley Rd. N.W.3. (10949)

1951 (Sept.) Morris Minor, 4,700 miles—Ernest Sutton, Tel. Regate 4 (trade only). (4494)

1932 Morris Minor saloon, 39mpg; £115, or hire offer—Apply 340, Billet Rd., London, N414. (10949)

1950 (July) Morris Minor saloon, platinum grey with beige interior, 9,000 miles only, as new; £395. S.W.13. Tel. 450. (10949)

1950 Morris Minor saloon, grey, beige leather, speedo reading 5,000 miles, spars used, one owner. (10949)

1950 Morris Minor grey tourer, 10,000 miles, superb condition, owner-driven; £790—Roper, 36, Sidney St., London, W.1. (10949)

1950 Morris Minor (two); £775—Smith & Hunter, 375, Kensington High St., London W.14. Tel. Western 2512. (4271)

1950 Morris Minor tourer, heater, etc., 11,000 miles, black-painted, John Gray, 20, Remittance Lane, N.W.2. Speedwell, 1242. (4487)

MORRIS MINOR tourer, Nov. 1950, Thames blue, 10,000 covers, two spares, new condition, seat covers, Kiebon, Museum Hse., Museum St., W.C.1. Mus. 0620. (10949)

1950 Morris Minor tourer, green, 4,000 miles, in immaculate condition, maintained weekly, £350, or offer—105, Cassiobury Drive, Watford, Herts. (10949)

1950 (July) Morris Minor saloon, green, 7,000 miles, unmarked, new condition, seat covers, £675—Wright, 6, Coles Green Rd., Crickleswood, Gt. Ham. 6041. (10949)

1949 Morris Minor saloon, in suede green, with buff leather upholstery, as new, small mileage, £550, exchange & spares, 54, Seaford Rd., Gt. Ham. 6041. (10949)

MORRIS MINOR
(September) Morris Minor saloon, one owner, 1950, 10,000 miles, guaranteed mileage 9,000, undisturbable from new; £895—R. S. Mead (S.A.S.), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3412. (10949)

Morris Minor Cars Wanted

CAR MART, Ltd. wish to purchase Morris Minor cars—Eaton Rd., N.W.1. Eaton 1212. (10716)

1934 Morris Minor saloon, in any condition.

THE FORCE GARAGE (PETERSHAM), Ltd., 192, 1, Peterham Rd., Petersham, Surrey, Richmond 14201. (10949)

INEED post-war Morris Minor immediately—23, Blythe Walk Court, W.8. (10745)

ALMOST new Morris Minor required; cash payment—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4449. (10954)

MORRIS EIGHT

BASIL ROY, Ltd.

1948 Morris 8 4-door saloon, 18,000 miles, condition as new; £695—151, Ot. Portland St., W.1. Langham 7353. (4406)

W. J. CURRY, Ltd.

8hp Morris saloon; for details.

139-140, Fulham Rd., S.W.3. Ken. 1410. (10949)

1947 Morris 8, low mileage; £575—Below. (10949)

1939 Morris 8 saloon, very good order; £415—Barnes Garage, 315, Finchley Rd., Hampstead N.3. Ham. 2221. Mat. 1627. (1594)

1938 Morris 8 saloon, very sound; £290—Below. (10949)

1939 Morris 8 tourer, excellent example; £365—South & Hunter, 270, Kicholson High St., London W.14. Tel. Western 2512. (4275)

1946 Morris 8 2-door saloon, black, brown, new tyres and new radio, exceptional condition. (10949)

1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned, black-painted, new tyres, new radio, 215, Havestock Hill, N.W.3. Primsage 4441. (1594)

1946 Morris 8 saloon, very good condition; £515—W. J. CURRY, Ltd. (10949)

W. J. CURRY, Ltd.

1939 Morris 8 saloon de luxe, black good tyres, engine reconditioned, 19, Balham Hill, S.W.12. (4411)

1939 Morris 8 saloon de luxe, black good tyres, engine reconditioned, 19, Balham Hill, S.W.12. (4411)

1946 Morris 8 2-door saloon, in excellent condition throughout—Below. (10949)

1939 Morris 8 saloon, 2-seater tourer, in excellent condition throughout—Below. (10949)

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Morris Eight Cars Wanted
I REQUIRE post-war Morris 8 urgently—80, Rivercroft Rd., S.W.6. Tulse Hill 1248 (day). (10716)

ROWLAND SMITH'S, the Morris 8 buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (10949)

CASH buyers of low-mileage Morris 8, distance no object—Huttons Lord St., Southampton Tel. 2268. (10949)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.4. Vale 6044 (10 lines). (10866)

MORRIS TEN

QUANTUM ROAD AUTOMOBILES—1948 Morris 10 4-door saloon in very nice condition, bargain; £395—150, Car Mart, Ltd., 150, Park Lane, W.1. (10949)

1946 Morris 10, in excellent order throughout; £450. (10949)

L.V.N. FRANK & WAGSTAFF, Ltd., 5-5, Crouch End Rd., N.10. (1516)

1939 Morris 10 saloon, in good condition, 1939 blue and black. (1516)

SUNNY MOTORS, 466-478, Garratt Lane, London S.W.17. Wim. 3031-2. (2510)

1947 Morris 10hp saloon, black, brown upholstery, one owner, capably used. (10949)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Marbury 1951), and 10, St. James's Place, W.1. (1520)

1946 Morris 10 saloon, in excellent condition, black with brown leather, new roof, 23,000 miles only; £675; terms. (10949)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

CAR MART, Ltd. with to purchase Morris Oxford cars—150 Park Lane, W.1. Grosvenor 5434. 10717

WARRICK WRIGHT, Ltd. offer—

1950 Morris Oxford saloon, black, brown leather, 5,000 miles. 150, New Bond St. W.1. Mayfair 5765. 12767

1950 Morris Oxford saloon, 2,000 miles only. 12767

1950 ALPHEUS & Co. Ltd., 6-7, Warren St. W.1. Burton 5266. 19069

1949 Morris Oxford, 6,000 miles, black, spare unused. 4595

1949 Morris Oxford, 10 & 11, Ascot Parade, Clapham Underground. Tel. Maclay 2111 and 2212. 41139

1949 Morris Oxford, heater and radio, immaculate. 6880. Southend 4056. 44440

MORRIS OXFORD, September 1949, maroon, low mileage, 4,965—Smith's Garage, Bourneville, Birmingham. 5235

1949 Morris Oxford saloon, maroon, mileage 12,000. Jones, Flat 6, 71, Portland Place. 4043

1950 Morris Oxford saloon, 20,000 miles, heater, very clean, £1,075—Cranmore, Tel. 3043

MORRIS OXFORD Nov. 1949 one owner, genuine M condition throughout; best offer over £500. 3594

1949 Morris Oxford, 20,000 miles, as new, £280—H. Rose, The Lynch, Clapham, Surrey. Tel. Gidridge 122. 47730

1949 Morris Oxford, 5,000 miles, finished in green with beige interior—Lamb's, Ltd., Standard House, Boreham, Woodford, Essex. 10123 (18 lines). 14253

1950 Morris Oxford saloon, grey, 2,500 miles only, immaculate condition—Wiles (Slough), Ltd., Chandon St. (nr. General Post Office), Slough, Bucks. 4130

1949 Morris Oxford saloon, one owner, genuine (June) Morris Oxford saloon, one owner, genuine, chassis cared for, immaculate, mileage 12,000. 14777. £1,050. 10717

1950 Morris Oxford saloon, black, brown leather, genuine mileage 5,000. £1,085. 10717

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MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd. offer the choice of many Morris 15 and 16 and 17 from their vast stock over 200 used cars subject to three months' written guarantee. 198 Kings Rd. S.W.3. Tel. Park 2017-3. 10779

MARBLE ARCH MOTOR SUPPLIES have for sale two Morris cars in exceptionally fine condition, a 1944 Morris of 1944 model, 13 mph with all extras, looks and is as new throughout. £1,095, also a 1938 Morris 8 series 100 2-door, 13 mph, in beautiful condition, black with brown leather, fitted for lamp and chassis treated underneath, a really good car at £450, exchange of terms. High St., Watford. 14570

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. 10079

MORRIS wanted—Smith's, 66, Chalk Farm Rd. N.W.1. Gul. 2767. 10024

LARSTON MOTOR CO. for your Morris—Tel. Essex 8000. Seven Sisters Rd., Tottenham, N.15. 15643

JACK OLDING, Ltd. 8-10, North Audley St. W.1. Morris retailers require cars in first-class condition. 10678

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1938 black with blue, real leather upholstery, in perfect condition, owner just replaced new engine has this year been replaced by magnificent and whole car checked over, a magnificent car affording speed and comfort with low running costs, taxed and insured ready to drive away; £275 cash or terms, exchanges;—12, Church St., London 1215-4. (3504)

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1950 Renault 750cc saloon de luxe model, 11,000 miles; £555. (3650)

CONWAY'S ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178. (3936)

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1939 Renault 750cc saloon de luxe model, 11,000 miles; £555. (3936)

1936 Renault 14hp 7-seater limousine, excellent condition; £375. (3936)

1937 (June) Renault 12 touring saloon, new engine, taxed and insured; £250.—Kings Motors, 11, High St., Hounslow, Tel. 3532. (4202)

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1949 Riley 1½-litre sports saloon, really well kept. £1,375. (174)

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Middlesex. (174)

CAR MART, Ltd.
1950 Riley 1½-litre saloon, 12,000 miles; £1,495. (174)

1950 Riley 2½-litre saloon, radio, heater, 14,000 miles; £1,795.—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. (4396)

H. A. SAUNDERS, Ltd., Radlett, Herts. Tel.: Radlett 6167 and 5049. (2516)

1947 Riley 1½-litre saloon, mileage 25,000.—A. CLAND & TABOR, Ltd., Welwyn 461, offer with three months guarantee: 1½-litre Kestrel saloon, black, red leather, excellent condition; £495. (4618)

1937 (Dec.) Riley 1½-litre saloon, 12,000 miles; £1,495. (4618)

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, four-door, black, 14,000 miles; £1,495. (4618)

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, four-door, black, 14,000 miles; £1,495. (4618)

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black, 14,000 miles; £1,795. (4618)

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RILEY KESTREL 1½-litre saloon, £118 recent overhaul, nice condition, £315. Harrow 3960. (4794)

SUBSIDIARY specialises in Riley cars, repairs, spares.—Lawes Motors, Ltd., Lawes. (4794)

BEARTE, of Kingston, Riley specialists, spares, repairs, 102, Kingston Rd., Kingston, Kingston 3346. (4794)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." (4794)

175 cc.—1954 Riley 5 saloon, excellent condition, Autospine, 5, Balham High Rd., Balham 1509. (4794)

1950 Riley 1½-litre saloon, finished in green, small mileage, splendidly maintained; £1,475. (4794)

BROADWAY MOTORS 16-18, Broadway, Bexley, Essex. (4794)

1947 (Nov.) Riley 2½-litre saloon, black radio; £1,350.—The Lodge Valley Cottage, Church St., Epsom, Surrey. (4794)

1950 Riley 2½-litre saloon, bronze; £1,800.—C. A. Peto, Ltd., 42, North Audley St., W.1. (4794)

1948 Riley 1½-litre saloon, radio; £1,135.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Surrey. (4794)

ROY'S AUTOMOBILES, Ltd., offer 1947 Riley 1½-litre saloon, new, 2975; also 1949 at £1,350.—127, Parkway, N.W.1, Euston 2700. (4896)

1935 Riley Kestrel 12/4 sports saloon, 1947 min. 5-hp motor, 180-184 West End, Hampstead. (4896)

1933 Riley 12/6 Kestrel saloon, good condition, nearest £200.—Johnson, Walmer Cottage, Stansted, Herts. (4896)

RILEY 1½-litre saloon, green, free of covenant Deceit, 1st, mileage 600, not used owing circumstances.—Apply Secretary, 6, Palace Green, W.8. (4054)

1950 Riley 1½-litre saloon, green, 4-door, drop head coupe, maroon, 1,100 miles; £2,250.—C. A. Peto, Ltd., 42, North Audley St., W.1, May 5061. (4360)

1947 Riley 2½-litre saloon, colour black, 14,000 miles, 1st, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 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ROWLAND SMITH'S the Rolls-Royce buyers—Hamstead High St. (Hamstead Tube). Ham. 6041.

OLLO-ROYCE wanted—Swanmore Garage, 1776, Churchgate Rd., Boscombe, Southbourne 1025.

THE BARKINGTONE MOTOR CO., Ltd., purchase post-war Rolls-Royce cars—By-Pass Rd., Barking.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise—Compton, 69, Westway St., Crystal Palace, S.E.19. Tel. 1662.

20/25 or 50hp, owner driver, Rolls-Royce wanted.

Car: 5 Cavendish Mews South, London, W.1.

RIPON BROS., Ltd., the Northern Rolls-Royce & specialists, special retailers and repairers, wish to buy good late model Rolls-Royce—Huddersfield 6345 (15 miles).

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.

ARTHUR MULHILL, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars.

BROADWAY MOTOR CO. require 25hp Rolls-Royce cars, particularly with owner driver saloon or high coupe bodywork, years 1930 to 1935—3-15, Russell Rd., Wimbledon, Liberty 2484.

JACK OLDSIDE, 20-21, North Audley St., London, W.1.

Official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition.

CHARLES FOLLETT, Ltd.—Officially appointed repairers and dealers of Rolls-Royce cars—Berkley St., W.1. May 6266.

Service works and stores: Barnside Yard off Eain Avenue, W.3. Tel. Cunningham 5297.

A & S want purchase modern 25-30hp Saloons, preferably with most, also require 25-30hp Limousines 1935-1948.

A & S urgently need Phantom II also Phantom III cars, large stocks of spares for all models.

Alfred & Saunders, Providence Court, Grosvenor Square, Mayfair 2941.

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars servicing complete overhauls, mechanical or electrical.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222.

CHARLES FOLLETT, Ltd.—Officially appointed repairers and dealers.

SHOWROOMS: 19, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: Barnside Yard off Eain Avenue, W.3. Tel. Cunningham 5297.

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley—Works Director, Wilkie Wilkinson, 113, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 278.

CENTRAL GARAGE, Croxson, specialists in servicing, complete overhauls, mechanical or electrical for all Rolls-Royce and Bentley models.

ALL ROY & CO. Ltd., Officially appointed repairers and dealers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7097.

Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Remora 3666.

AL, spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges also when tyres etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Tel. 1662.

1940 Rover 10 saloon de luxe one owner; terms: PALMER, 53, York St., Twickenham. Popesbury 1890.

1948 Rover 10, overhauled Rover works July 1947. Carruthers, 102, Beaufort Mansions, Chelsea.

1940 Rover 10 saloon, black and green leather upholstery, reconditioned engine recently fitted, very clean car; 6960.

G. E. LAWRENCE (MOTORS), Ltd., Aylesbury. Tel. 366.

1939 Rover 10 saloon, black, radio, excellent engine, 21,000 miles, 2 Savile Rd., Twickenham, Popesbury 7902.

1939 Rover 10 (March) 1948 black de luxe saloon, new green, radio, heater, perfect condition, 21,000 miles, 2 Savile Rd., Twickenham, Popesbury 7902.

1938 Rover 10 saloon sports, black, immaculate, 2,000 miles since reconditioning throughout; delivered reason for sale, offers over £200—Tel. Market Harborough 2490 or write 10, High St., Chichester 2725 5970.

1940 Rover 12 saloon, black, brown leather, excellent condition throughout; 2,299.

OVERSEAS CARS, Ltd., 227 Brompton Rd., Knightsbridge, S.W.5. Tel. Kensington 7475.

1939 Rover 12 Sportsman's saloon, immaculate condition; 6,625—346-354, London Rd., West Thurston, Norfolk 4857.

1939 Rover 12 6-light saloon, green, green leather interior, disc type wheels, identical to post-war model; 6,600.

PETER BANTOCK CAR SALES 104 High St., Chichester 2725 5970.

1940 Rover 12 saloon, black, blue leather, engine reconditioned, entire car immaculate; 6,095.

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ROVER 12

1947 Rover 12 saloon, low mileage, fitted heater; 61,065.

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ROVER 60 & 75

1950 (May) Rover P4 75, mileage 4,000, spare (used) heater and radio; £2,350.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 14
GLANFIELD LAWRENCE offer 1958 Standard 14, completely overhauled and in excellent condition; 40-60, High Rd., N.12, Finchley 0091.
1947 Standard 14hp saloon, black, lawn upholstery, very owner. £765—Vanderlands (Buyers of Used Cars) Ltd., 215, Haverstock Hill, N.W.3. (1521)
1948 Standard 14 black, red leather, radio, as new, mileage, as new, 6,995—Hendon Central Garage Ltd., 44/46, Watford Way, Hendon Central, N.4. (1250)
1949 Standard 14hp saloon de luxe, black, red leather, one owner, 27,000 miles. First-class condition throughout, paintwork unmarked. £850—H. W. Motors Ltd., Wat-on-Thames 753 and 1457.
825 Standard 14, August, 1948, de luxe 4-door saloon, grey, sliding head, blue leather, H.M.V. radio, very carefully used, excellent condition, taxed, term, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

STANDARD VANGUARD

DICKS
1949 Vanguard saloon, fitted radio and heater, £375.
DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, N.W.1. Euston 6886-9.
CAR MART, Ltd.
1950 Standard Vanguard saloon heater, 6,000 miles, £1,250—Car Mart Ltd., 520, Euston Rd., N.W.1, Euston 1212. (14397)
N. EWNHAMS, Ltd.
1949 Standard Vanguard saloon black with brown, radio, offer.
NEWHAM HOUSE, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646.
STARNES MOTORS, Ltd., Epsom 8150.
8850—Standard Vanguard saloon, 1949, champagne colour with car heater and H.M.V. Radiomobile, one owner, very nice condition.
STARNES MOTORS, Standard and Triumph specialists, 105 Cricklewood Broadway, N.W.2. Gladstone 2460.
KENTISH & THOMSON, Ltd.
1949 Vanguard, champagne, with brown hide, radio and heater, 15,000 miles, exceptional condition throughout. £950.
564—566, Wilham Rd., Shirley, Croydon, Spring-tide 3477.
H. A. SAUNDERS, Ltd., offer:
1949 Standard Vanguard saloon black with blue leather upholstery, 7,000 miles, £1,095.
Standard Vanguard saloon, maroon, with blue upholstery, 10,000 miles, £1,295.
836—642, High Rd., N.12. Midvale 0054. (4055)
WARWICK WRIGHT, Ltd., offer:
1950 Standard Vanguard saloon, grey, grey leather, 10,000 miles.
WARWICK WRIGHT, Ltd. 150 New Bond St., W.1. Mayfair 9761.
1949 Standard Vanguard heater, leather, radio, 6,000 miles.
DUGOLAS CAR SALES, 806-822, Great Cambridge Rd., Epsom, Tel. Epsom 8150.
1949 Standard Vanguard, grey leather, fine condition.
GUY ALFRED & Co., Ltd. 6-7, Warren St., W.1. Euston 5246.
GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, black, 6,000 miles.
GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, grey, 6,000 miles.
GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, bronze.
GORDON HOUSE, 375, Euston Rd., London, N.W.1. Euston 6111.
1949 Standard Vanguard saloon, excellent condition, 10,000 miles, terms exchange, £1,025.
GEORGE NEWMAN & Co. 369, Euston Rd., N.W.1. Euston 4446.

1950 Standard Vanguard saloon, black, speedometer 5,000, car in very good condition.
PERKINS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Glia 2254. (1062)
PICK-UP 5-10-1950, 6.55 miles private car, only perfect, 6005—Sunningdale Motors Sunningdale, 15446.
1949 (March) Standard Vanguard, green with green interior, radio and heater, one owner.
WHEELERS (NEWBURY), Ltd. The Broadway, Newbury, Tel. 1020-1.
1949 Standard Vanguard, grey leather, H.M.V. radio 14,000 miles, excellent condition. £925—Haskins, Asker 1155.
G. OLDFIELD GREEN—H. A. Saunders, Ltd. 1949 Standard Vanguard, grey, red, £1,075-144, Golder Green Rd., Tel. 8011.
1950 Standard Vanguard maroon, leather, excellent condition. £1,095—Gordon, 375 Euston Rd. Epsom 4190.
1950 Vanguard, grey, red leather, radio, heater, excellent condition, private, reasonable price—Pumpkin, Perivale 2504.
1950 Vanguard saloon, 7,000 miles, as new, £1,245—Haskins, 215, Finchley Rd., Hampstead N.W.3. Ham 2221. Mai. 1527.
FOR SALE 1949 Standard Vanguard, grey, with red leather, 6,500 miles, Motor Engineers, 144-169 Shooters Hill Rd., Blackheath, S.E.3. (4100)

1950 Vanguard, 12,000 miles, leather, blue interior, 6,000 miles, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 1796, 1795, 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COMMERCIAL VEHICLES

MORGAN'S GARAGE offer:—

1949 (July) Standard Vanguard van in primer, spotless condition, 23,000, 4 tyres as new: £665.
1950 Austin 25cvt 3-way van, moderate mileage, excellent condition throughout: £625.
MORGAN'S GARAGE (ROUNDSLOW), Ltd., 730, London Rd., Hounslow, Tel. Hounslow 3222, 1960
M EBES & MERES, Ltd. (Est. 1953), offer:—
1940 Austin 30cvt van, black, plain sides, mechanically excellent, bodywork good: £225.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 4697

READ BROS. MOTOR CO. (LONDON), Ltd., offer:—
1949 (October) Ford 10cvt van, one owner: £555.
1949 (September) Bradford 10cvt van, one owner: £425.
1948 (October) Bradford 10cvt van, one owner: £425.
1949 (May) Austin A40 van, one owner: £625.
MANY others, terms, exchanges—56, Churchchurch Rd., Colliers Wood, S.W.19, Liberty 1004. 1798

**RENAULT (1950 model) 3hp cwt van, cream, taxed, R 1000, £145.—Be-
 RENAULT SALES, Surlingham Hill Rd., Surlingham, E. London 1715.
1950 Fordson 10hp pickup, £465.—Grove Motors, North Rd., Southall 3477. 1905
CLASS'S MOTOR MART—1950 (October) Fordson 3cvt van, blue metal, 10cvt, 12cvt, 15cvt, 18cvt, 20cvt, 25cvt, 30cvt, 35cvt, 40cvt, 45cvt, 50cvt, 55cvt, 60cvt, 65cvt, 70cvt, 75cvt, 80cvt, 85cvt, 90cvt, 95cvt, 100cvt, 105cvt, 110cvt, 115cvt, 120cvt, 125cvt, 130cvt, 135cvt, 140cvt, 145cvt, 150cvt, 155cvt, 160cvt, 165cvt, 170cvt, 175cvt, 180cvt, 185cvt, 190cvt, 195cvt, 200cvt, 205cvt, 210cvt, 215cvt, 220cvt, 225cvt, 230cvt, 235cvt, 240cvt, 245cvt, 250cvt, 255cvt, 260cvt, 265cvt, 270cvt, 275cvt, 280cvt, 285cvt, 290cvt, 295cvt, 300cvt, 305cvt, 310cvt, 315cvt, 320cvt, 325cvt, 330cvt, 335cvt, 340cvt, 345cvt, 350cvt, 355cvt, 360cvt, 365cvt, 370cvt, 375cvt, 380cvt, 385cvt, 390cvt, 395cvt, 400cvt, 405cvt, 410cvt, 415cvt, 420cvt, 425cvt, 430cvt, 435cvt, 440cvt, 445cvt, 450cvt, 455cvt, 460cvt, 465cvt, 470cvt, 475cvt, 480cvt, 485cvt, 490cvt, 495cvt, 500cvt, 505cvt, 510cvt, 515cvt, 520cvt, 525cvt, 530cvt, 535cvt, 540cvt, 545cvt, 550cvt, 555cvt, 560cvt, 565cvt, 570cvt, 575cvt, 580cvt, 585cvt, 590cvt, 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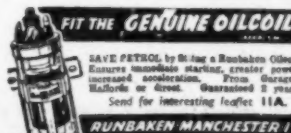
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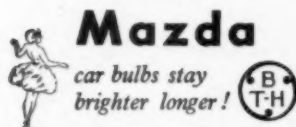
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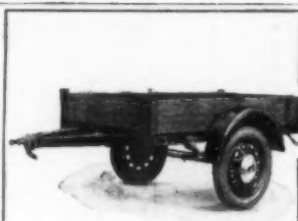


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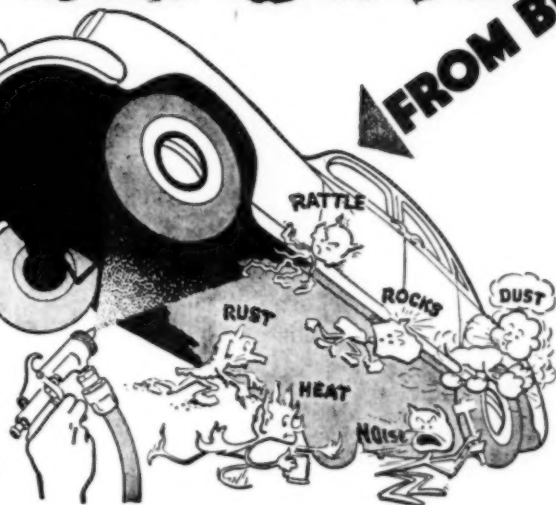
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